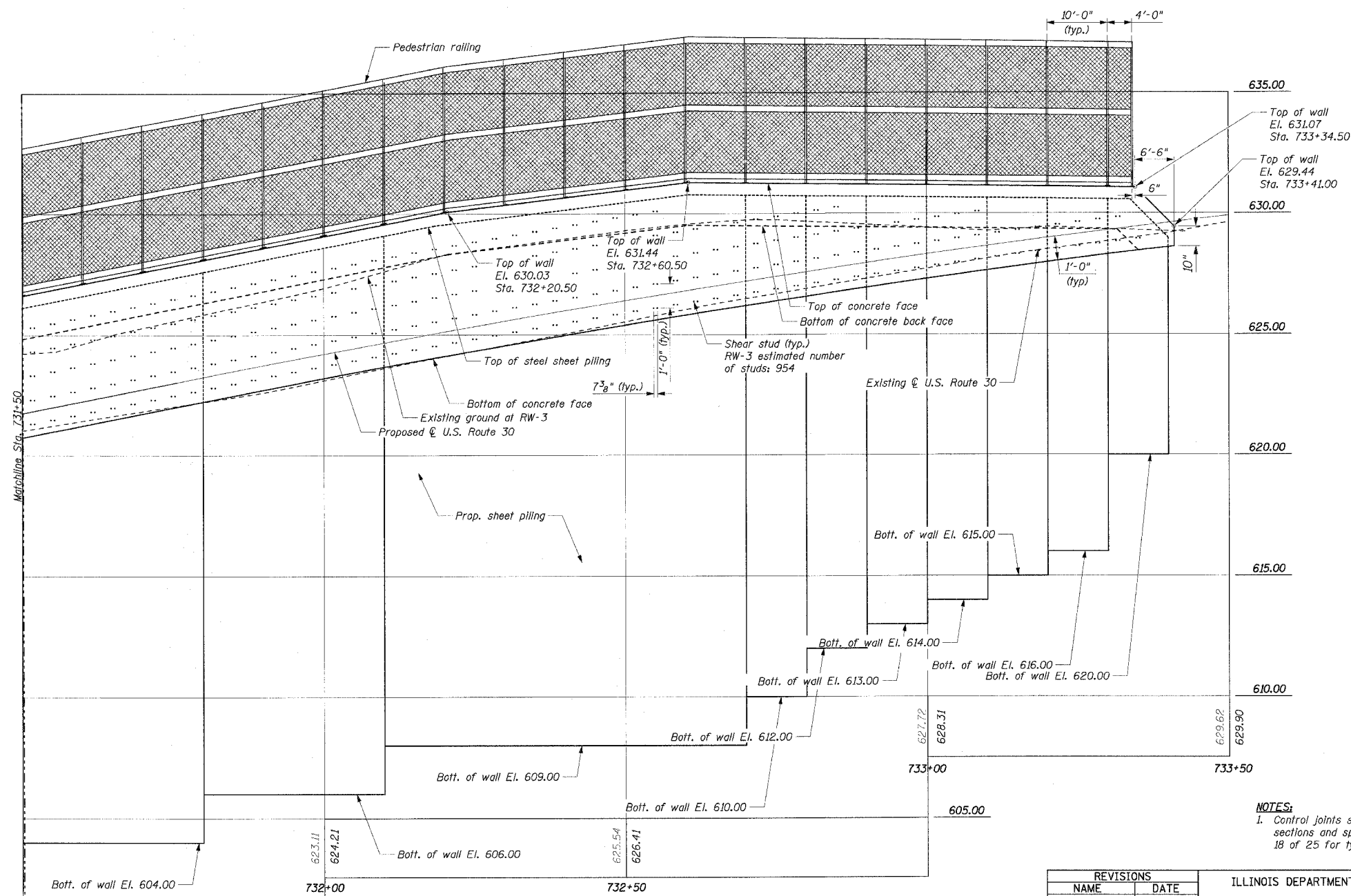
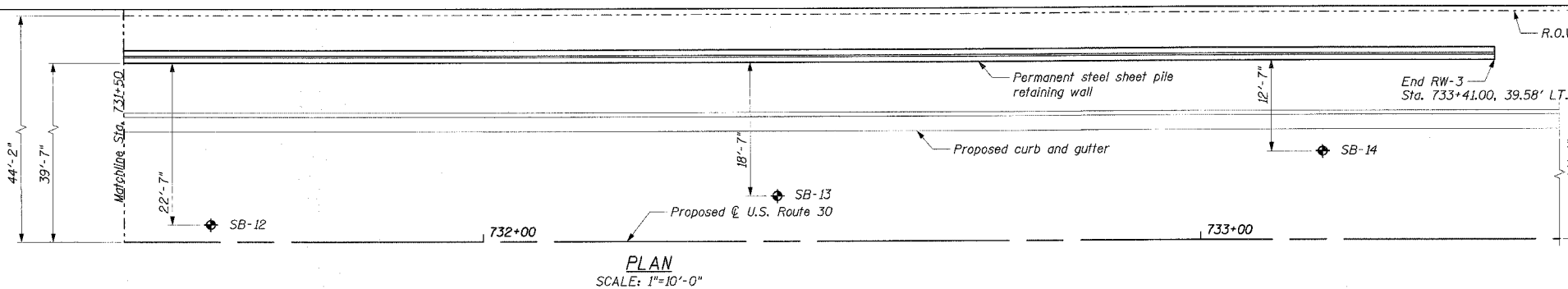


F.A.P. RTE. 575	SECTION (B&14) R-3	COUNTY WILL	TOTAL SHEETS 390	SHEET NO. 201
STA. TO STA.		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO.		CONTRACT NO. 60961		

Sheet 16 of 25



NOTES:
1. Control joints shall be formed at thin wall sections and spaced at 25'-0". See sheet 18 of 25 for typical detail.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
RW-3 GENERAL PLAN & ELEVATION II

FAP RTE. 575 (U.S.30)
SECTION (B & 14) R-3
WILL COUNTY

SCALE: VERT. AS SHOWN
HORIZ. DATE: 3/1/05
DRAWN BY: GRS
CHECKED BY: ATI



I:\data\00086602\draw\other\retaining walls\profile_rw-3b.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I) R-3	WILL.	390	202
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

Sheet 17 of 25

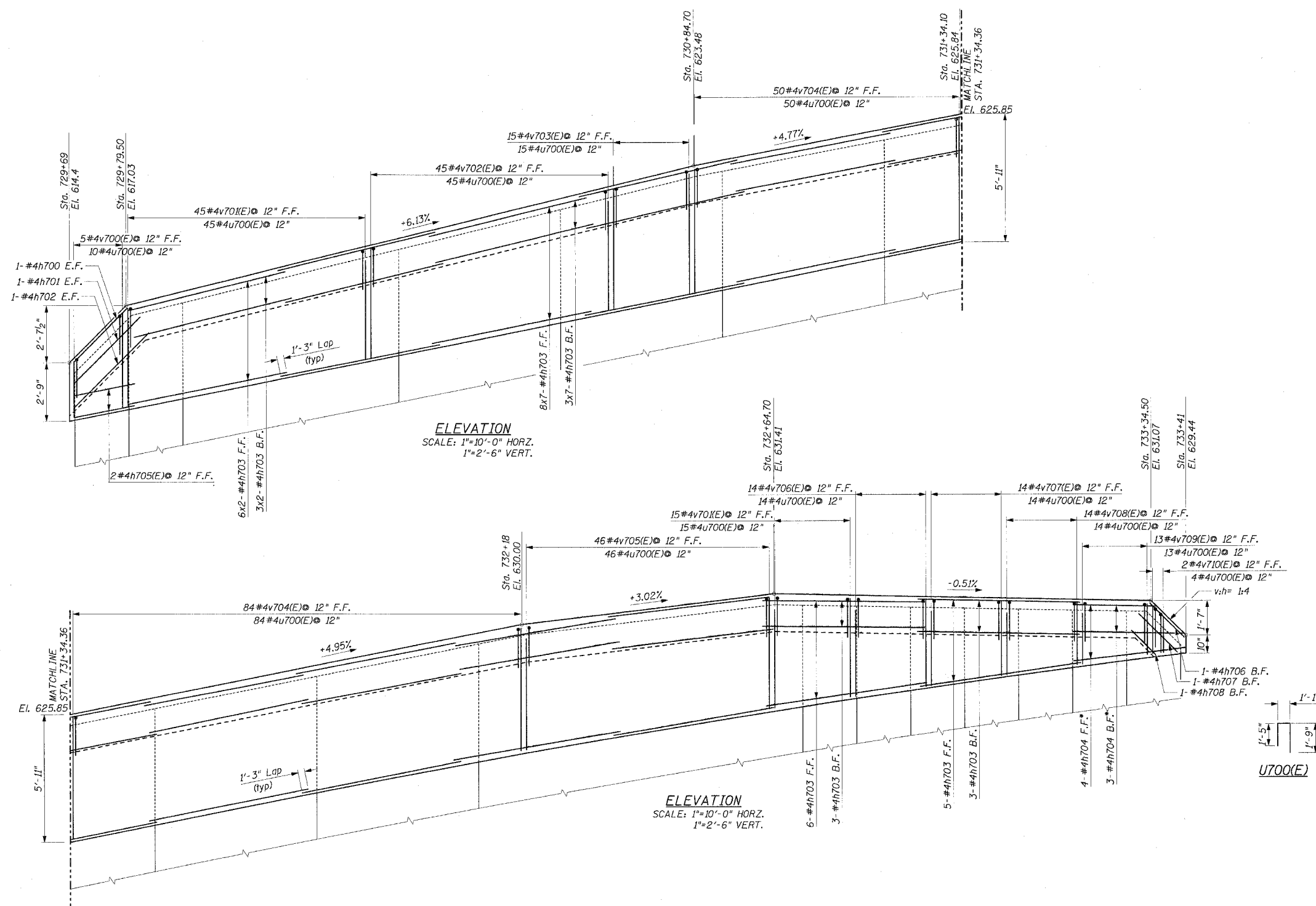
BAR SCHEDULE STA. 729+69 TO STA. 733+41

Bar	No.	Size	Length	Shape
h700	2	#4	10'-3"	—
h701	2	#4	12'-6"	—
h702	2	#4	14'-4"	—
h703	112	#4	30'-0"	—
h704	7	#4	20'-9"	—
h705	2	#4	11'-6"	—
h706	1	#4	6'-6"	—
h707	1	#4	7'-4"	—
h708	1	#4	4'-7"	—
v700	5	#4	6'-11"	—
v701	60	#4	4'-6"	—
v702	45	#4	5'-0"	—
v703	15	#4	5'-6"	—
v704	134	#4	5'-8"	—
v705	46	#4	5'-1"	—
v706	14	#4	4'-0"	—
v707	14	#4	3'-5"	—
v708	14	#4	2'-10"	—
v709	13	#4	2'-4"	—
v710	2	#4	3'-10"	—
u700	369	#4	4'-3"	□

* Cut in Field

BILL OF MATERIAL

Description	Unit	Quantity
CONCRETE STRUCTURES	CU. YD.	75.0
PROTECTIVE COAT	SQ. YD.	234
REINFORCEMENT BARS	POUND	4660
PEDESTRIAN RAILING	FOOT	361
PERMANENT STEEL SHEET PILING	SQ. FT.	7811
STUD SHEAR CONNECTORS	EACH	954



v700(E) BAR CUTTING DIAGRAM

v710(E) BAR CUTTING DIAGRAM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
RW-3 REINFORCEMENT ELEVATION

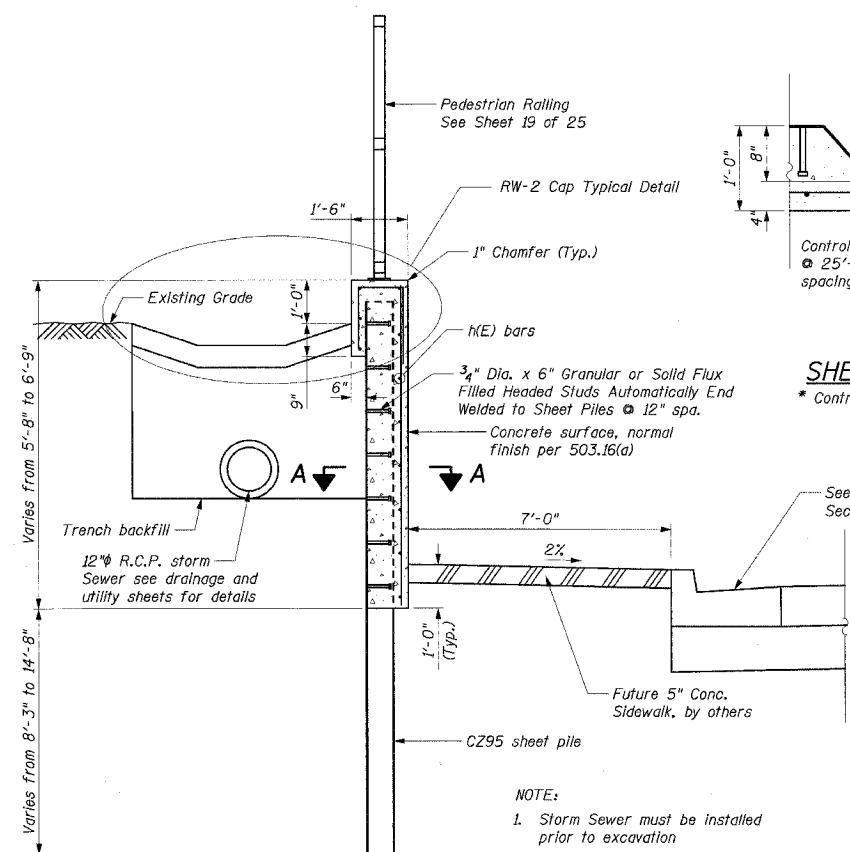
FAP RTE. 575 (I.S.30)
SECTION (B & I) R-3
WILL COUNTY

SCALE: VERT. AS SHOWN
HORIZ. DATE: 3/1/05

DRAWN BY: GRS
CHECKED BY: ATI



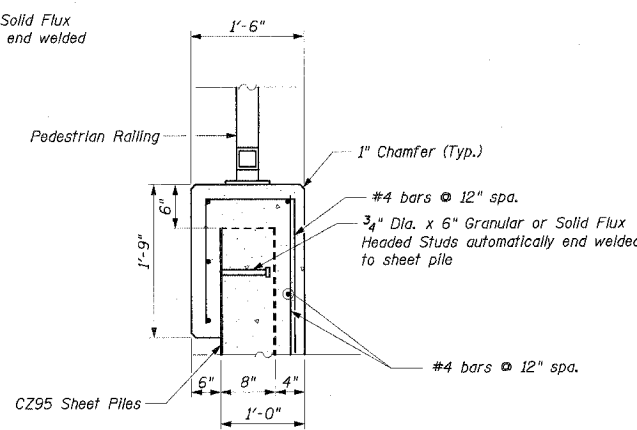
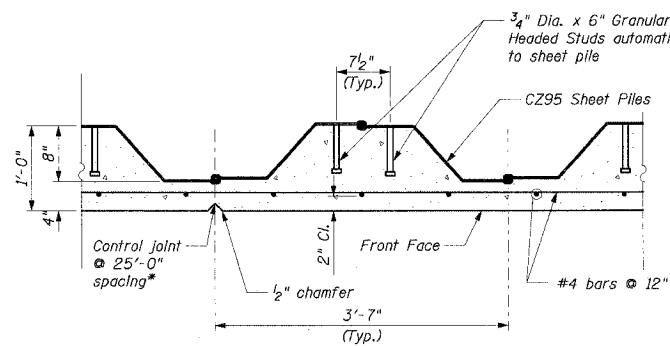
I:\c010006602\draw\other\rebar\is\rebar_profile_rw-3-1.dgn



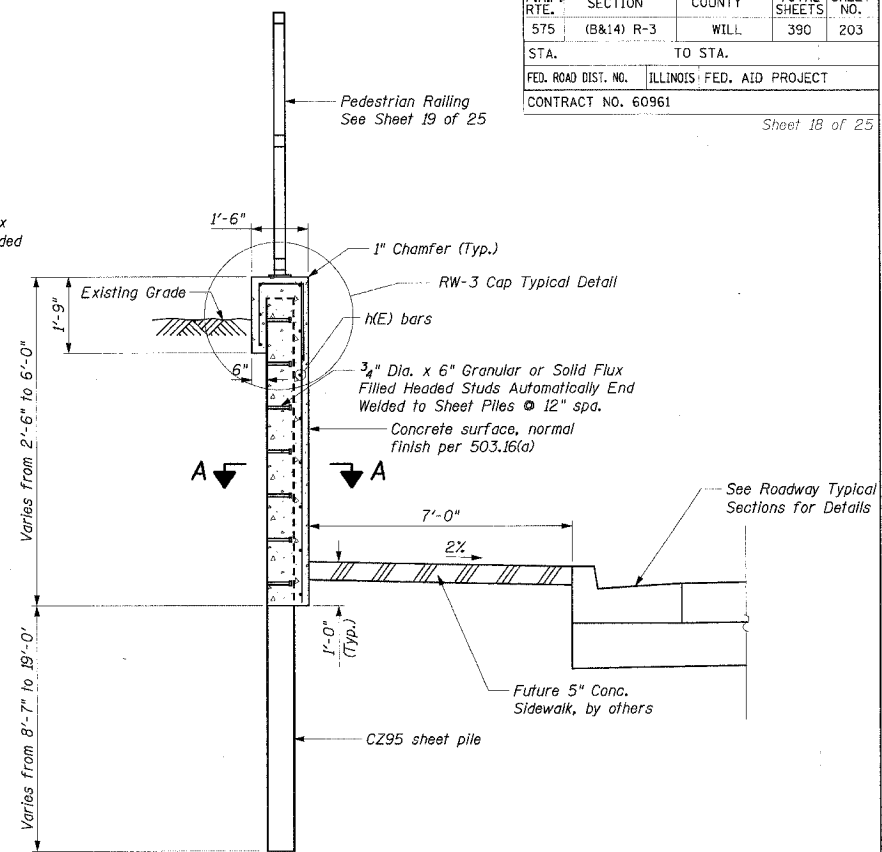
RW-2

SHEET PILE WALL TYPICAL SECTION A-A

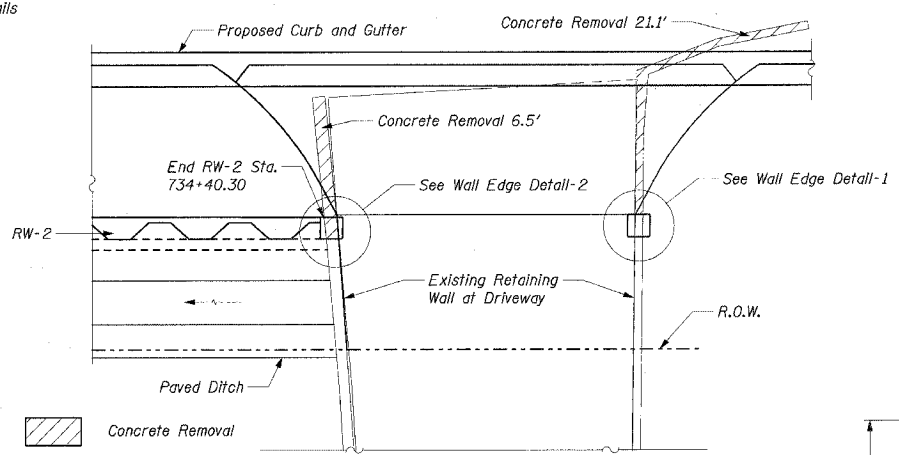
* Control joints shall be formed at thin wall sections as shown on this detail.



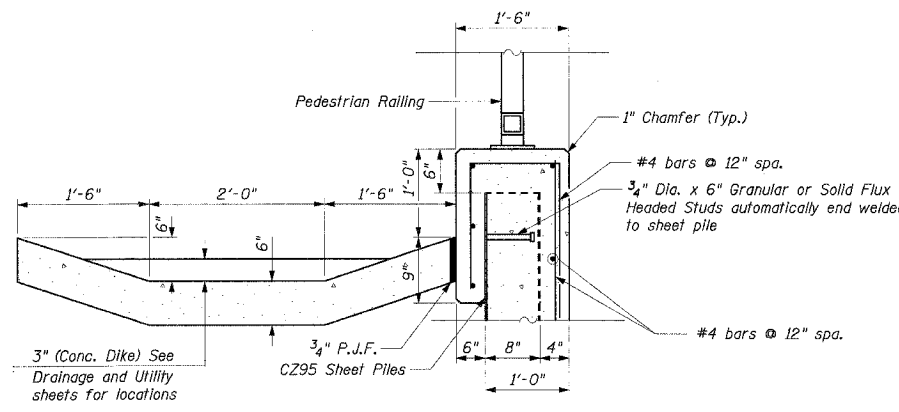
RW-3 WALL CAP TYPICAL DETAIL



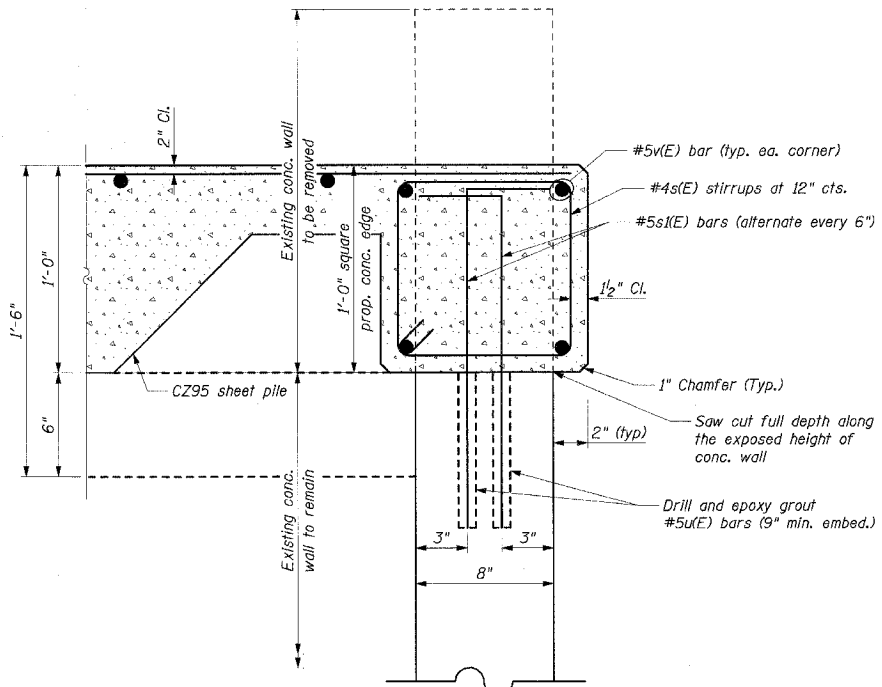
RW-3



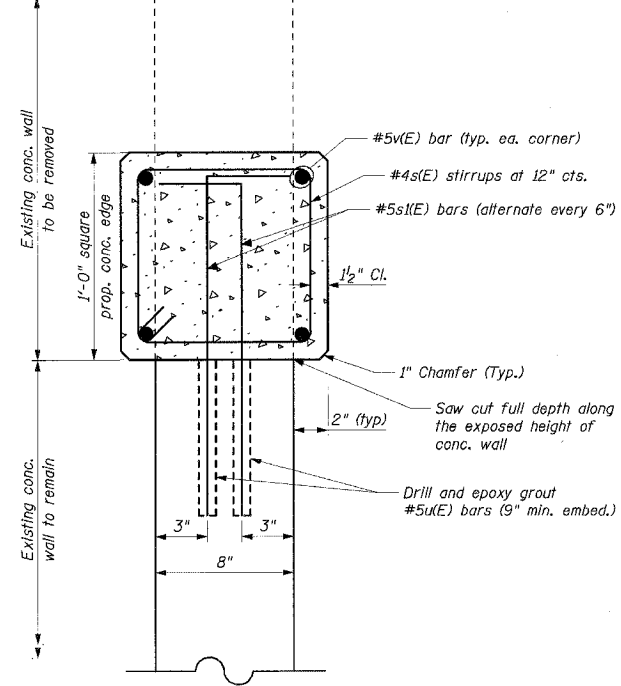
RW-2 END OF WALL PLAN
Station 734+40.30



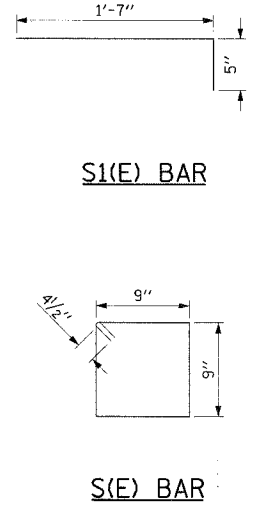
RW-2 WALL CAP & PAVED DITCH TYPICAL DETAIL



WALL EDGE DETAIL-2 - SECTION



WALL EDGE DETAIL-1 - SECTION



NOTE: Proposed wall edge to be extended 18" below finish grade.

REVISIONS	
NAME	DATE

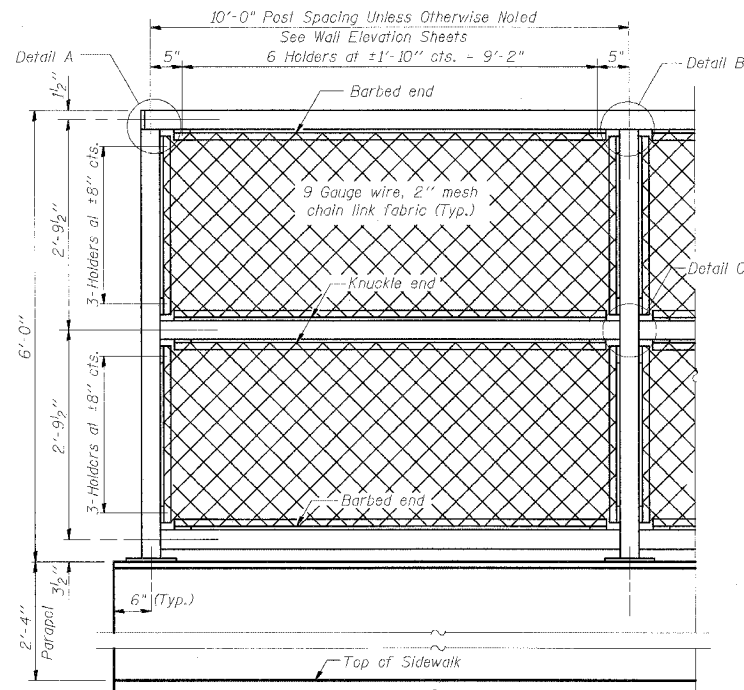
ILLINOIS DEPARTMENT OF TRANSPORTATION
RW-2 & RW-3 TYPICAL DETAILS
FAP RTE. 575 (U.S.30)
SECTION (B & 14) R-3
WILL COUNTY

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

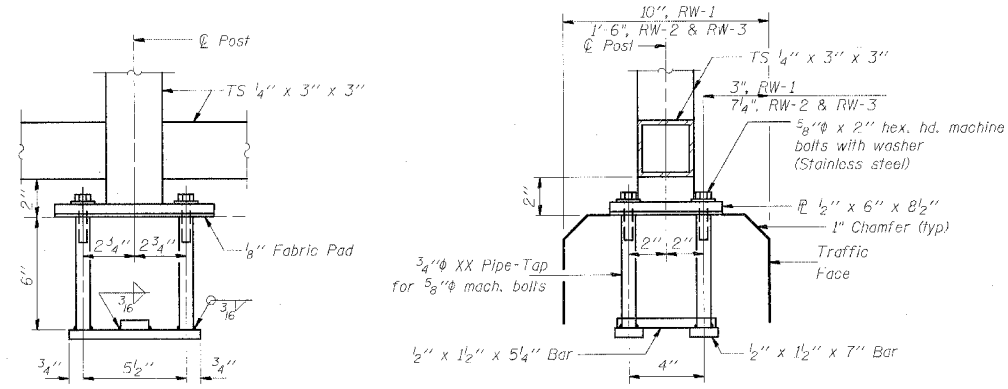
SCALE: VERT. NONE
HORIZ. 1" = 10'
DATE: 3/1/05
DRAWN BY: GRS
CHECKED BY: ATI

SHEET PILE SPECIFICATIONS:
fy = 50,000 psi
Sx = 10.5 in³/ft (Effective section modulus)

I:\dot\00006502\draw\weather\retaining walls\rw-2_&_rw-3_typ_details.dgn

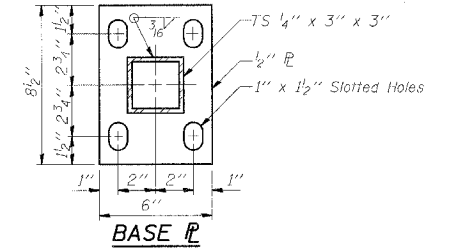


ELEVATION
(Inside Face)



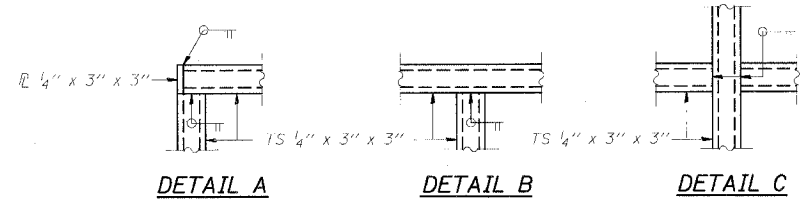
ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and epoxy grouting 5/8" diameter anchor rods. Embedment shall be according to the manufacturer's specifications.

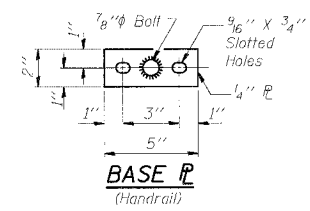
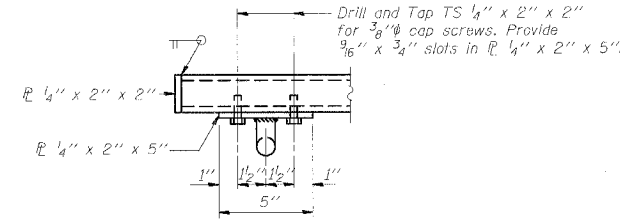


NOTES

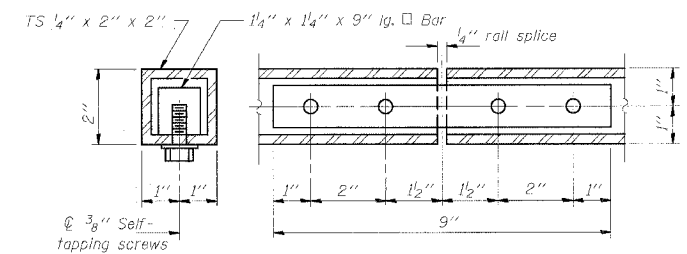
- Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per foot for Pedestrian Railing.
- The 9 gauge fabric ties shall be according to Article 1006.27(d) of the Standard Specifications.
- Installation of the chain link fabric shall be according to Section 664 of the Standard Specifications.
- Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.
- All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.
- The chain link fabric shall be placed along Pedestrian Side as shown on Section A-A.
- Stretcher bars shall be used at all four sides of each panel.
- If the option of drilling and epoxy grouting the anchor rods is chosen, the Contractor shall use the capsule or adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with premeasured amounts of the adhesive chemical.
- Space reinforcement to miss anchor rods.
- All posts, railing, splices, anchor devices, and bent plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. All bolts, nuts, washers, and anchor rods shall be galvanized according to AASHTO M 252 except stainless steel bolts as noted.
- Vent holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.
- The chain link fabric shall conform to the requirements of Article 1006.27(a)(1), b or c of the Standard Specifications.



DETAIL A **DETAIL B** **DETAIL C**



BASE PLATE
(Handrail)



HANDRAIL SPLICE
(RW-1 only)

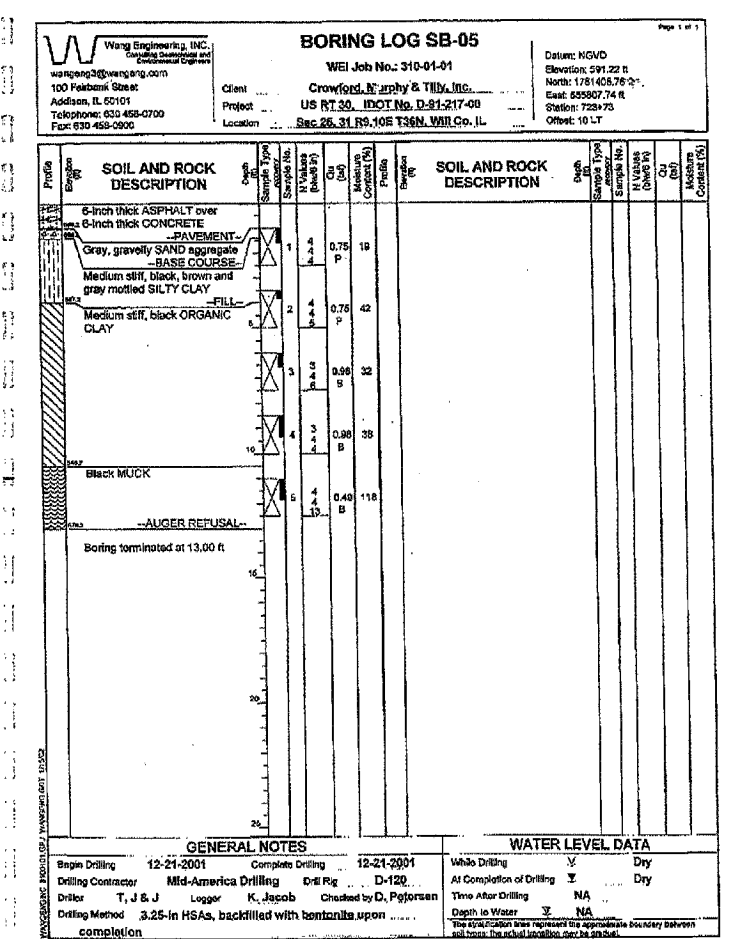
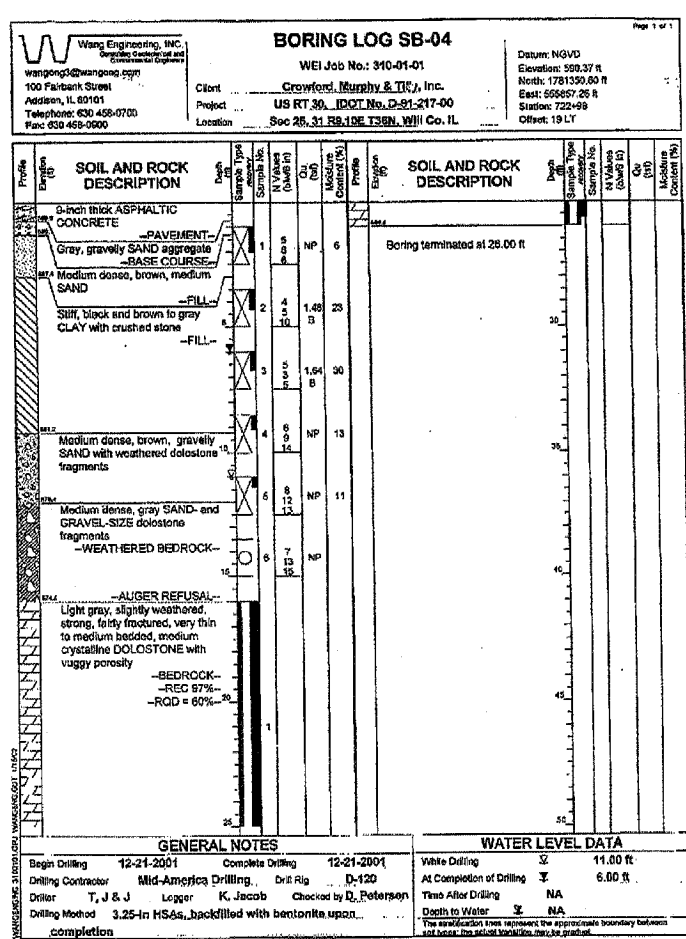
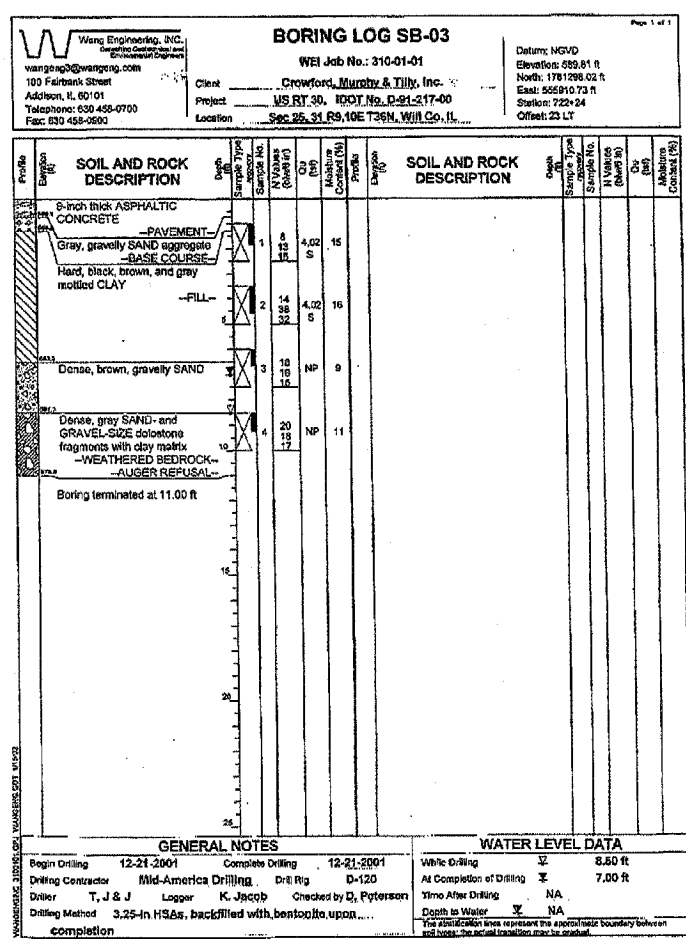
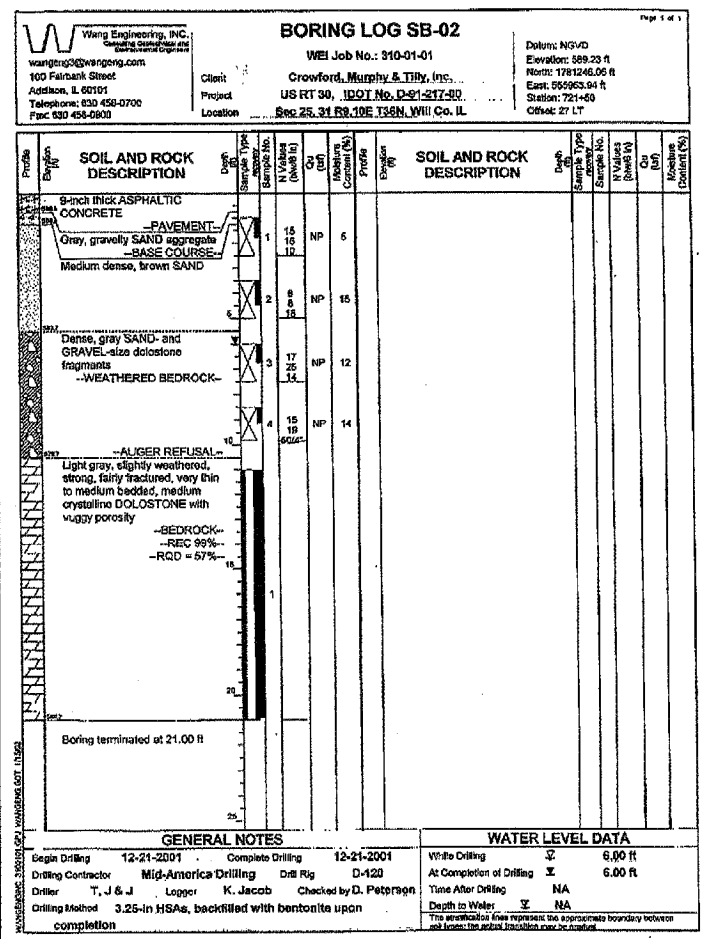
I:\dtd\0006602\draw\other\retail-help\pedestrian_railing_det.dgn

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		PEDESTRIAN RAILING DETAILS FAP RTE. 575 (U.S.30) SECTION (B & 14) R-3 WILL COUNTY SCALE: VERT. NONE HORIZ. DATE: 3/1/05 DRAWN BY: GRS CHECKED BY: ATI

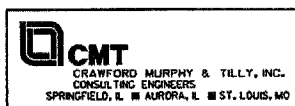
CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	205
STA. TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CONTRACT NO. 60961				

Sheet 20 of 25

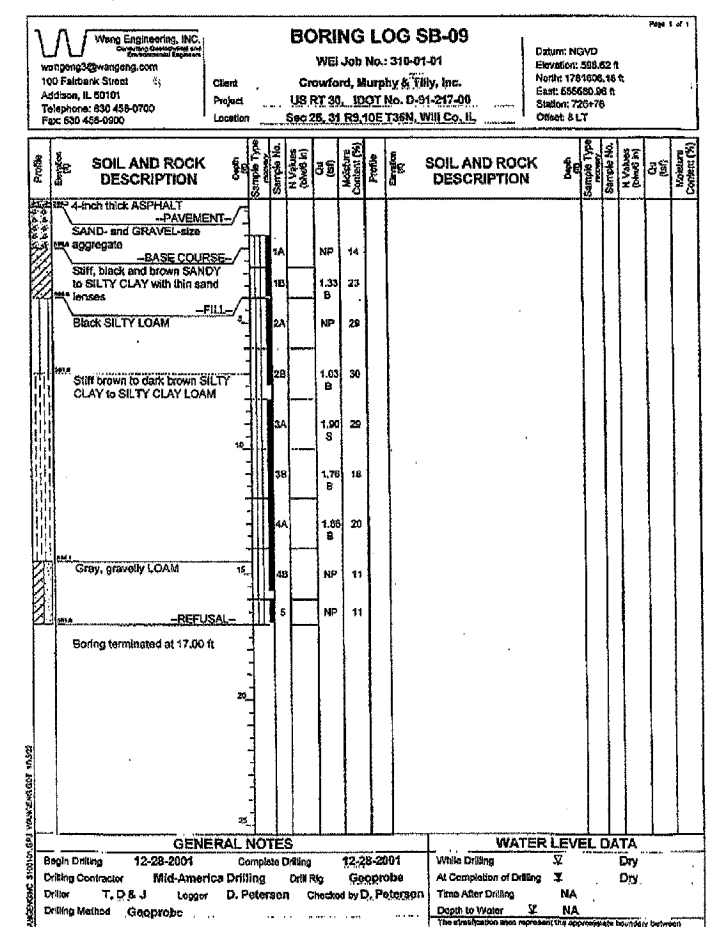
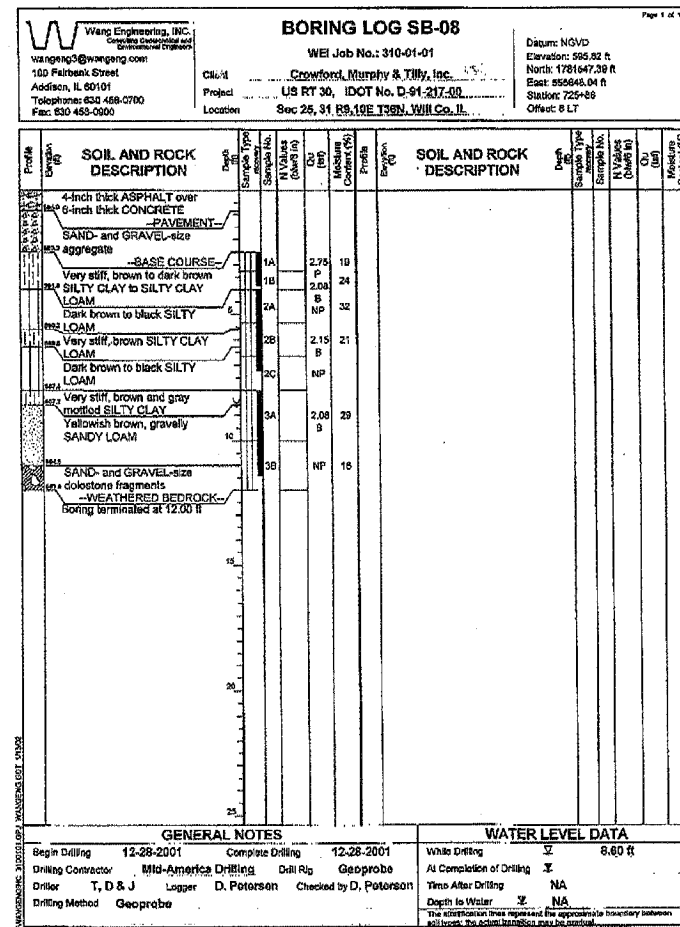
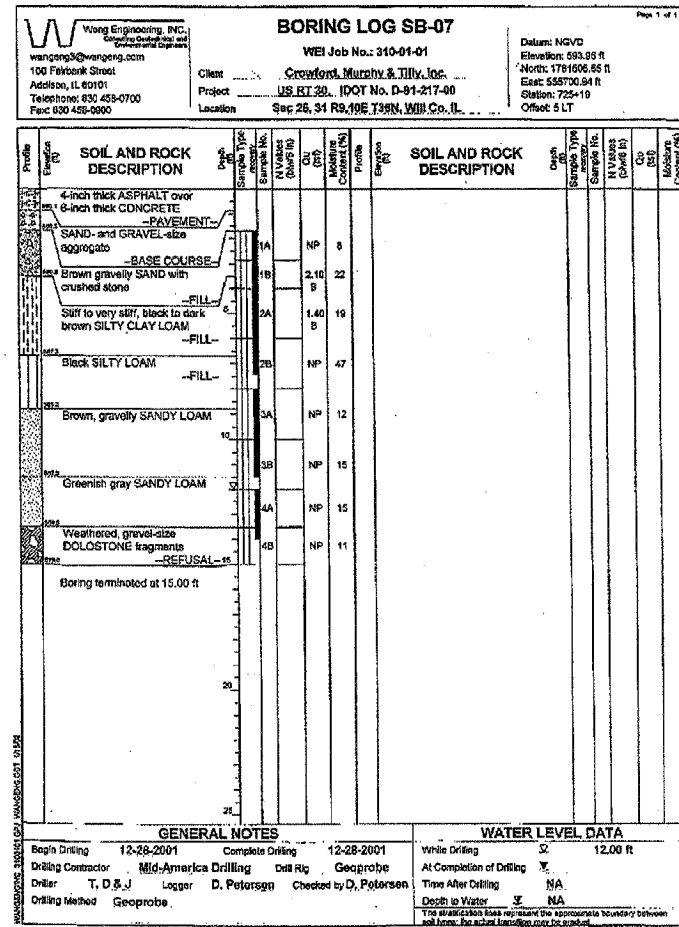
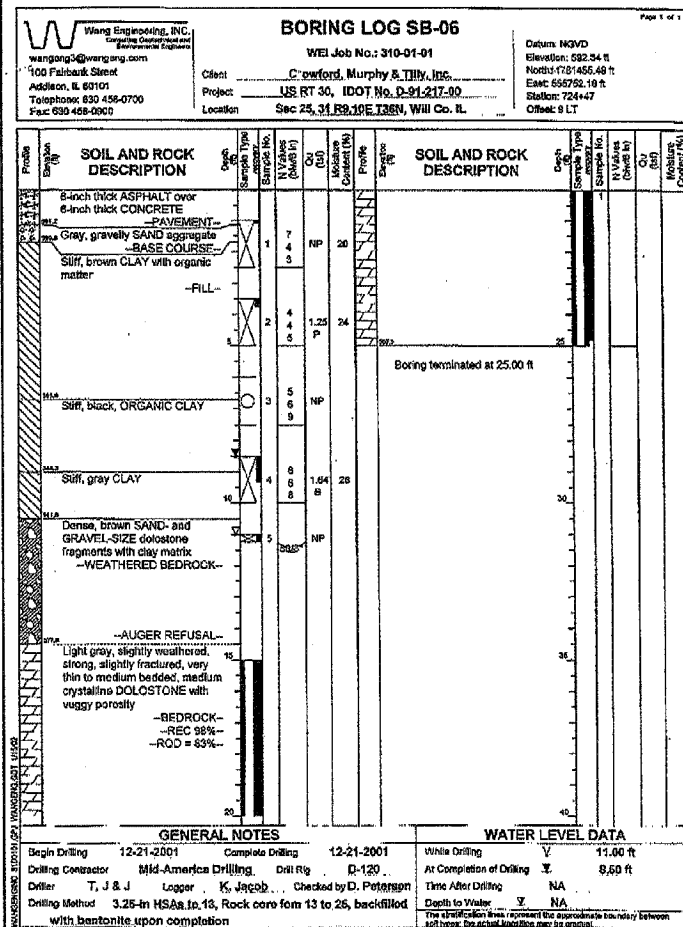


L:\DOT\0006602\Draw\other\retain\wall\svr_soil_boring_logs.dgn



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SOIL BORING LOGS I FAP RTE. 575 (I.S.30) SECTION (B & 14) R-3 WILL COUNTY SCALE: VERT. NONE HORIZ. DATE: 3/1/05 DRAWN BY: GRS CHECKED BY: ATI

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	206
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961		Sheet 21 of 25		



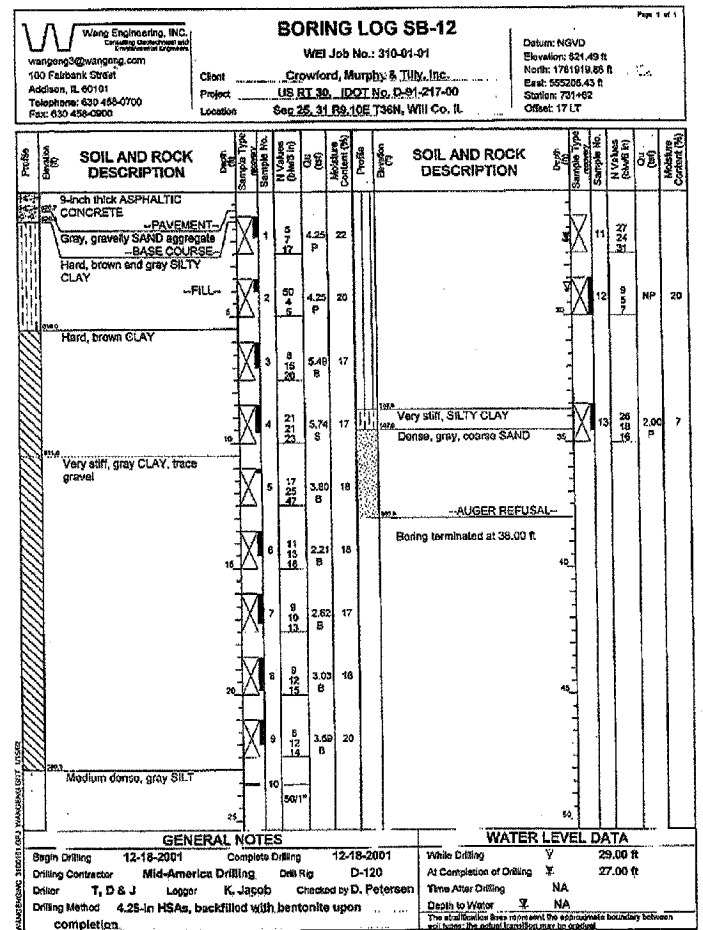
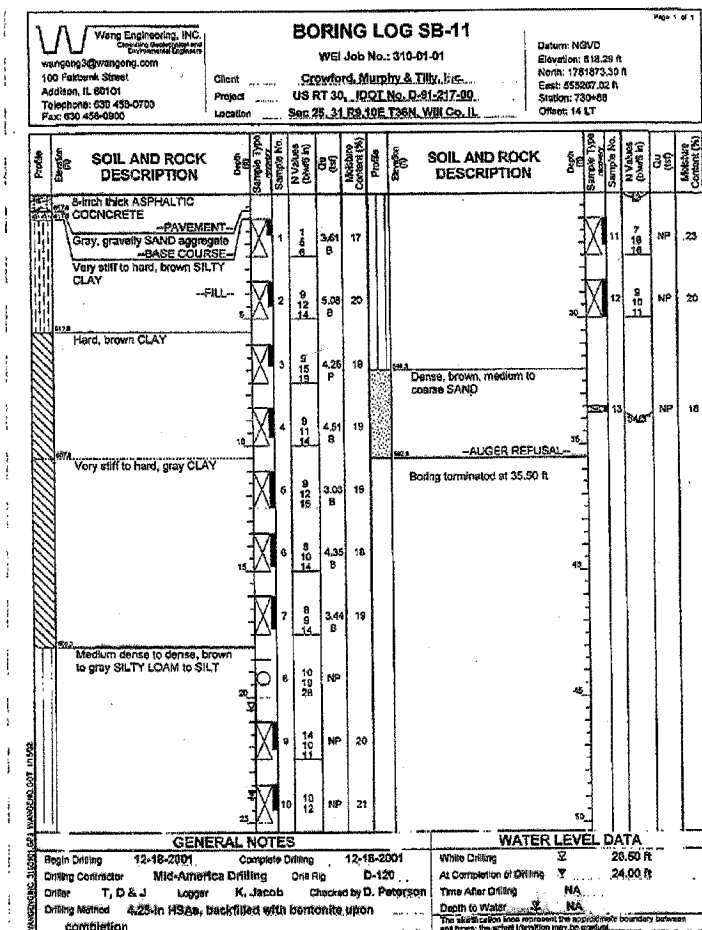
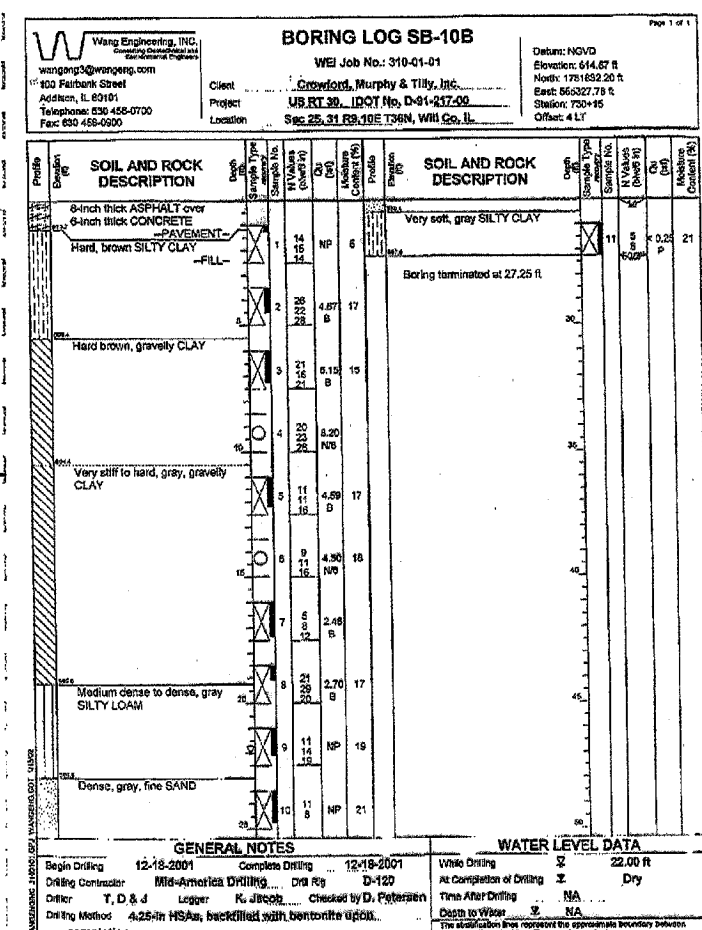
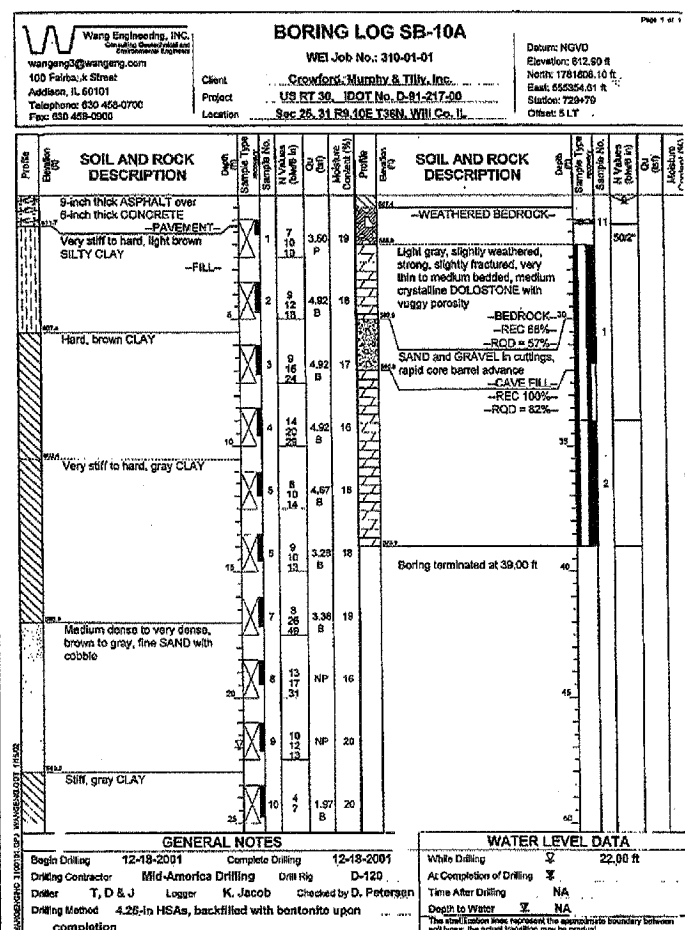
L:\DOT\0006602\draw\other\maining\wallshw_soil_boring_logs.dgn

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SOIL BORING LOGS II FAP RTE. 575 (U.S.30) SECTION (B & 14) R-3 WILL COUNTY

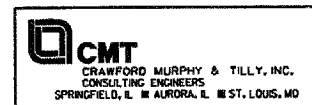
CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

SCALE: VERT. NONE
HORIZ. DATE: 3/1/05
DRAWN BY: GRS
CHECKED BY: ATI

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I) R-3	WILL	390	207
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 60961		Sheet 22 of 25		



L:\DOT\0006602\draw\soil_boring_logs.dgn



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS III

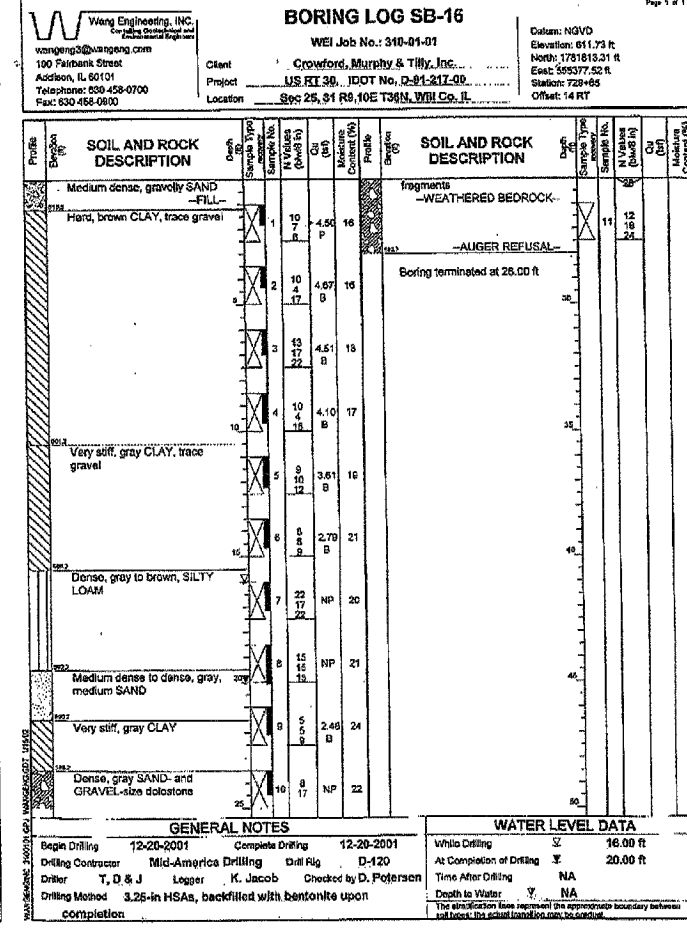
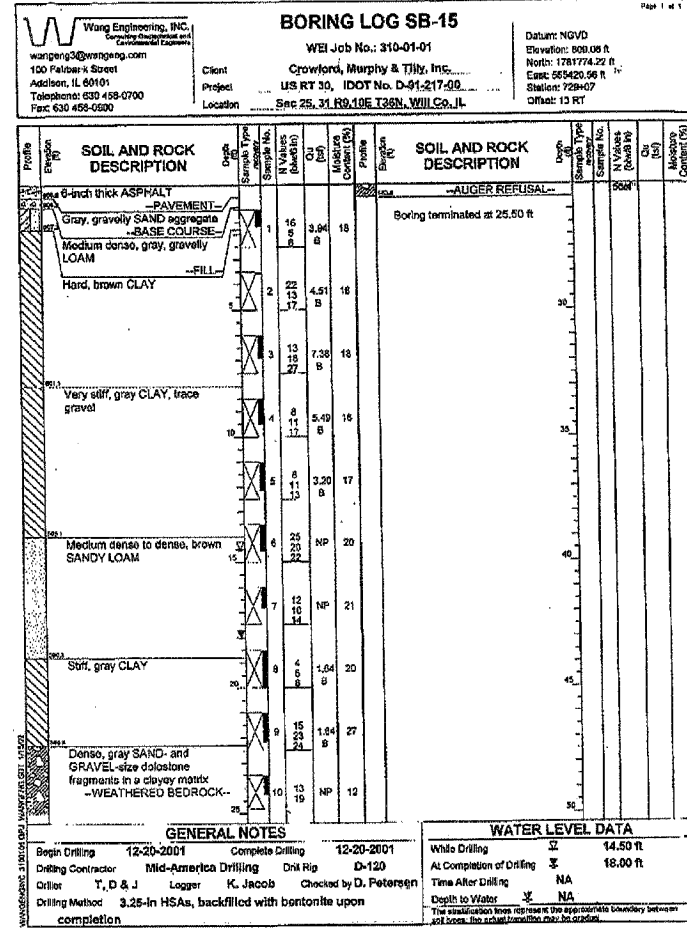
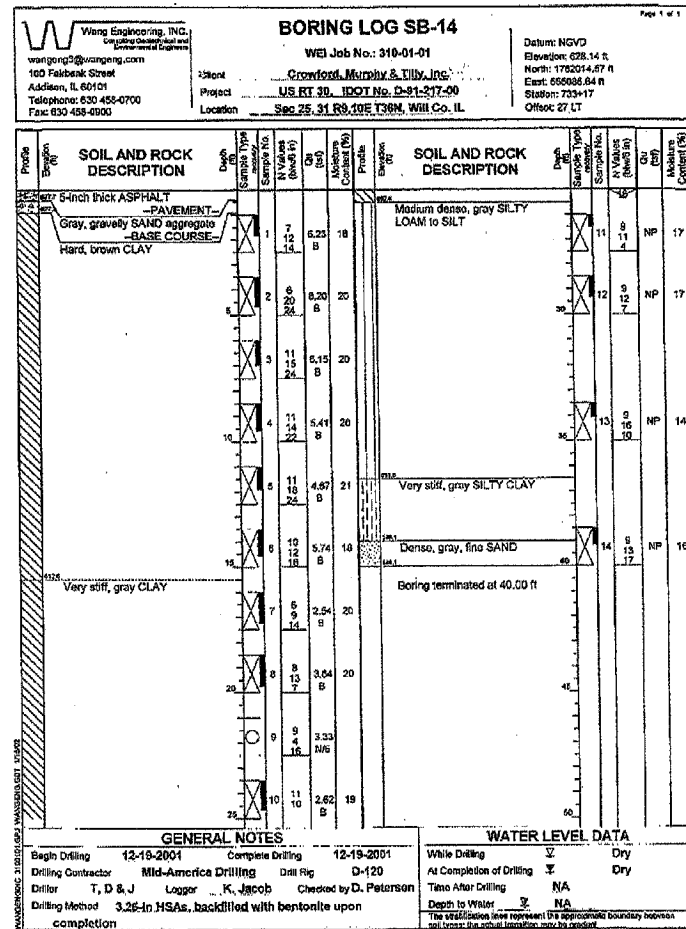
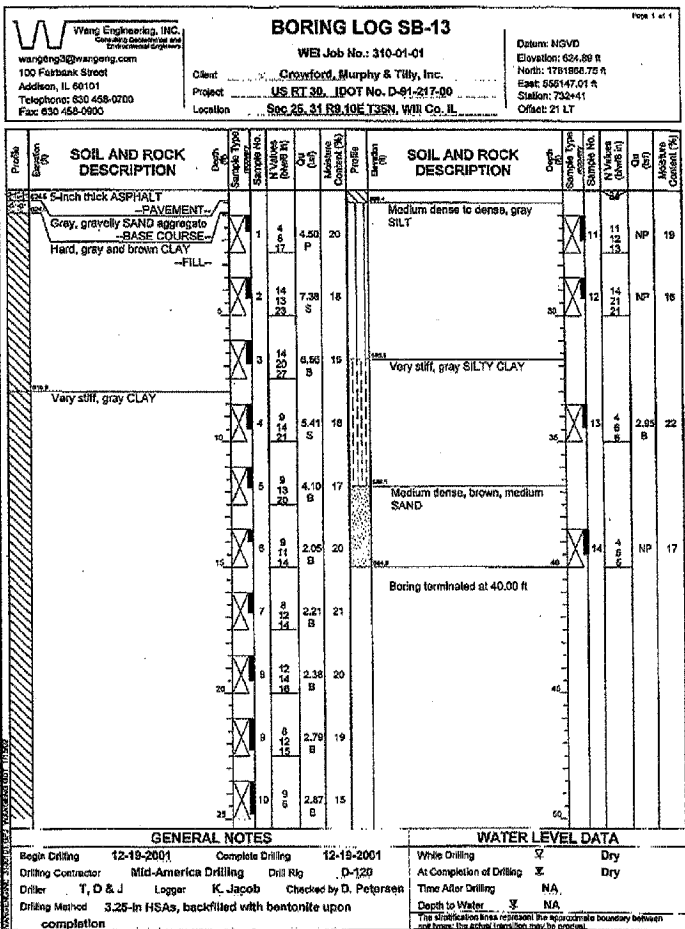
FAP RTE. 575 (U.S.30)
 SECTION (B & I) R-3
 WILL COUNTY

SCALE: VERT. NONE
 HORIZ. 1" = 10'
 DATE: 3/1/05

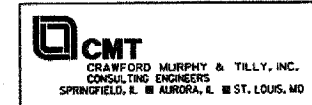
DRAWN BY: GRS
 CHECKED BY: ATI

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&H) R-3	WILL	390	208
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

Sheet 23 of 25



L:\DOT\0008602\draw\other\remaining\well\view_soil_boring_logs.dgn



REVISIONS	
NAME	DATE

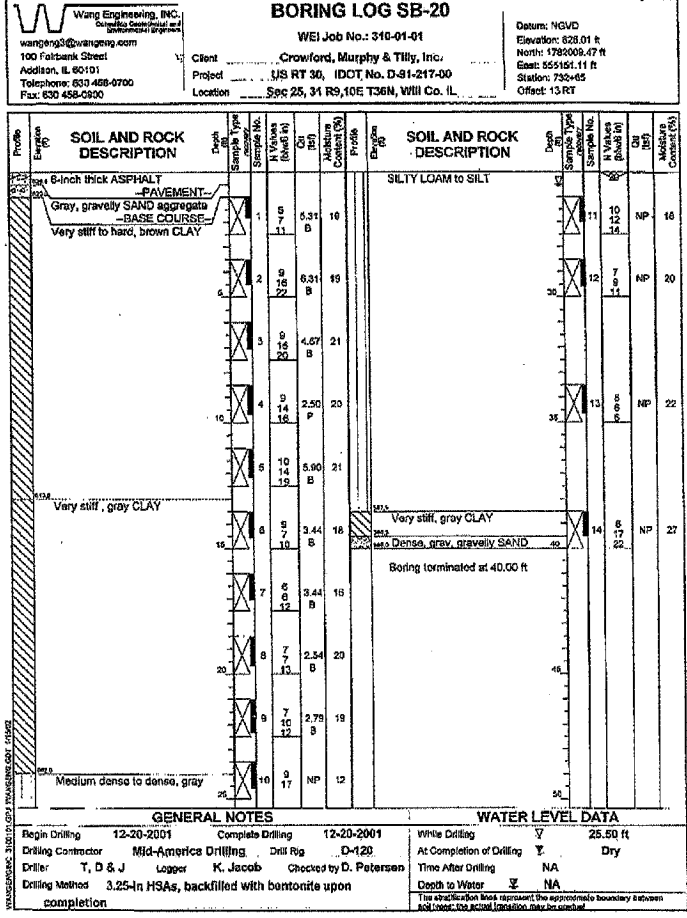
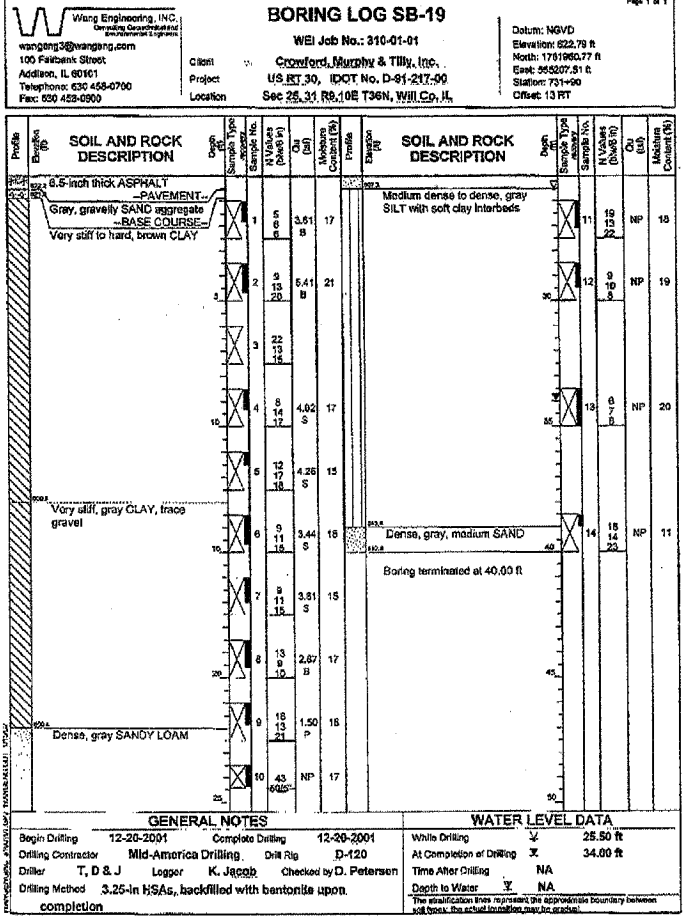
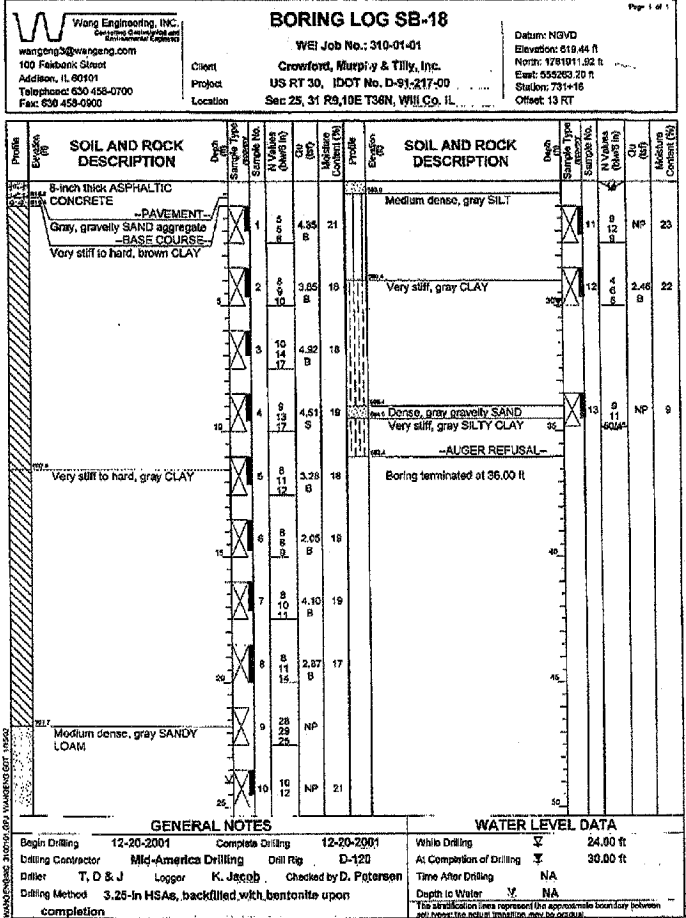
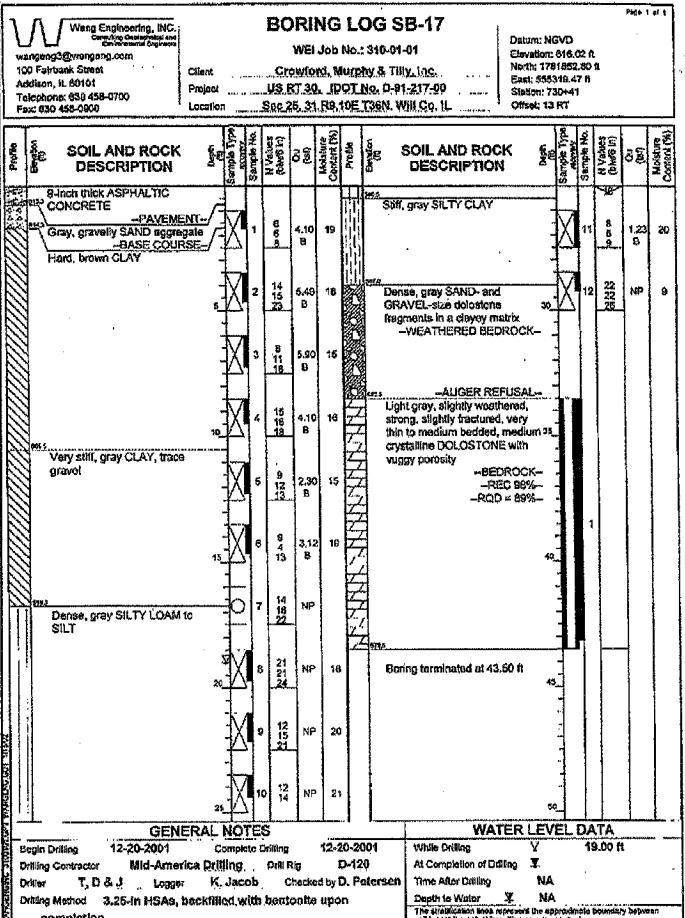
ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS IV
FAP RTE. 575 (U.S. 30)
SECTION (B & H) R-3
WILL COUNTY

SCALE: VERT. NONE
HORIZ. NONE
DATE: 3/1/05

DRAWN BY: GRS
CHECKED BY: ATI

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&M) R-3	WILL	390	209
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

Sheet 24 of 25



L:\DOT\0008602\craw\other\retaining\wall\sw_soil_boring_logs.dgn

REVISIONS	
NAME	DATE

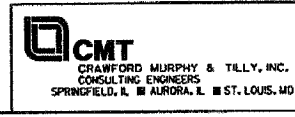
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS V

FAP RTE. 575 (U.S.30)
SECTION (B & M) R-3
WILL COUNTY

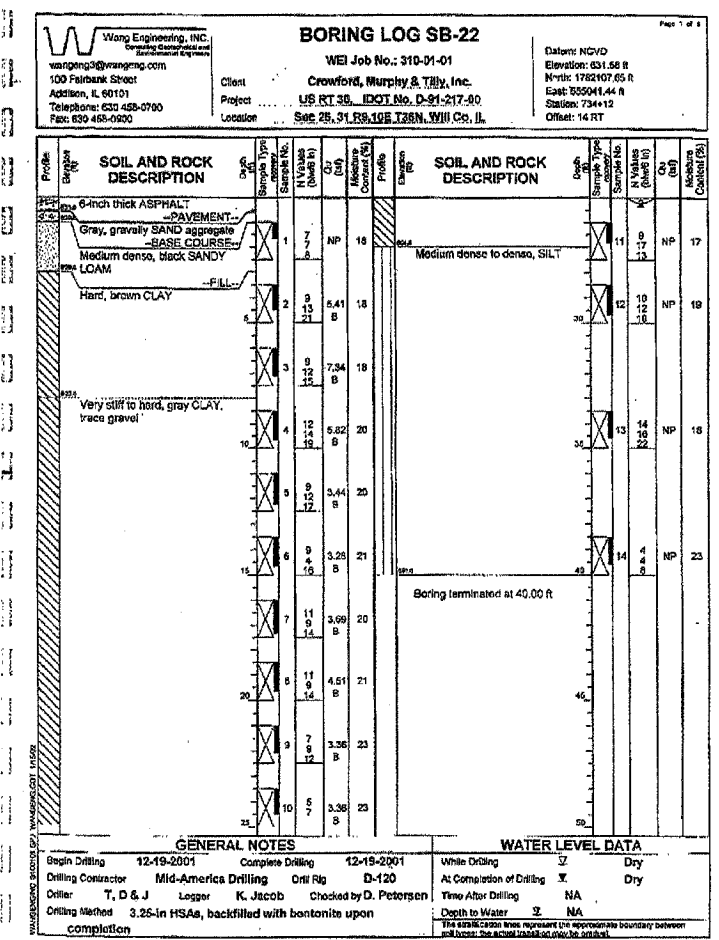
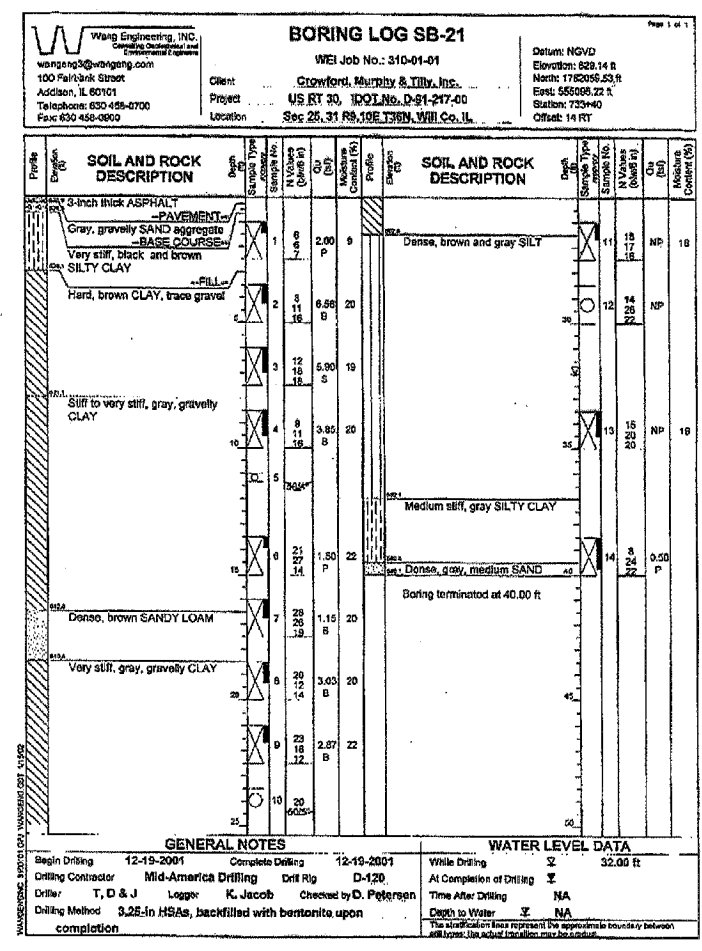
SCALE: VERT. NONE
HORIZ. DATE: 3/1/05

DRAWN BY: GRS
CHECKED BY: ATI

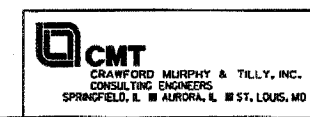


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I4) R-3	WILL	390	210
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

Sheet 25 of 25



L:\DOT\0006802\Draw\other\retaining walls\sw_soil_boring_logs.dgn



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS VI
 FAP RTE. 575 (I.L.S.30)
 SECTION (B & I4) R-3
 WILL COUNTY

SCALE: VERT. NONE
 HORIZ. DATE: 3/1/05

DRAWN BY: GRS
 CHECKED BY: ATI

BAR AND MATERIAL LIST
(FOR INFORMATION ONLY)

Bar	No.	Size	Length	Shape
a175	14	#5	7'-6"	U
a176	20	#5	2'-9"	—
a177	8	#5	6'-4"	—
a178	32	#5	2'-4"	—
d175	16	#5	2'-10"	—
h175	12	#5	11'-4"	—
h176	6	#5	5'-8"	—
h177	10	#5	6'-4"	—
h178	10	#5	11'-4"	—
h179	12	#5	4'-6"	—
h180	12	#5	4'-2"	—
h181	2	#5	7'-0"	—
h182	56	#5	2'-4"	—
n175(E)	80	#5	3'-7"	—
f175	26	#6	7'-4"	—
v175	88	#5	3'-8"	—
v176	8	#5	1'-6"	—
w175	16	#6	12'-4"	—
Description	Unit	Quantity		
REINFORCEMENT BARS	LB.	1900		
REINFORCEMENT BARS, EPOXY COATED	LB.	300		
CLASS SI CONCRETE	CU. YD.	9.3		
TYPE I FRAME, OPEN LID	EA.	2		

BILL OF MATERIAL

Item	Description	Unit	Quantity
*	SPECIAL STRUCTURE SP-1	EA.	1

* Indicates pay item governed by a special provision

NOTES:

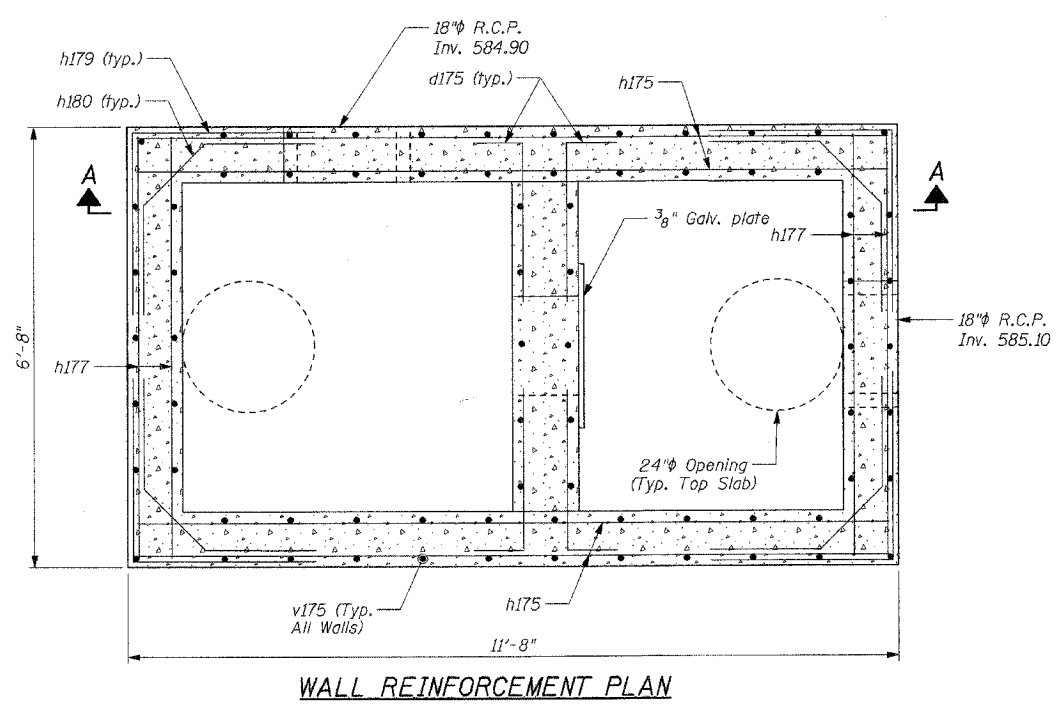
- All steel plates shall conform to the requirements of AASHTO M270 grade 36.
- Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A 307 except that threaded rods, nuts and washers shall conform to AASHTO M 164.
- All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.
- The Contractor shall use the capsule or adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with premeasured amounts of the chemical.

REVISIONS	
NAME	DATE

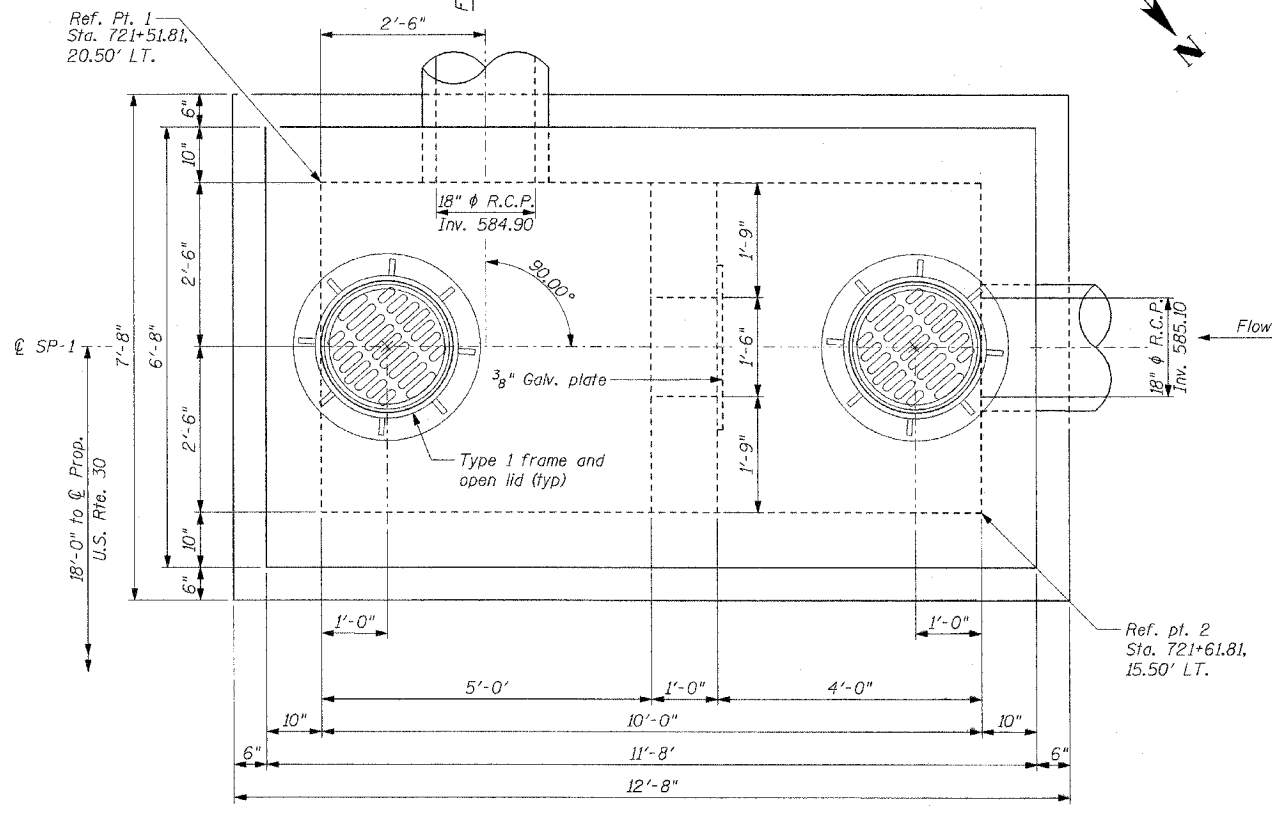
ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL STRUCTURE SP-1
OUTLET 10A (NORTH)
FAP RTE. 575 (U.S.30)
SECTION (B & I) R-3
WILL COUNTY

SCALE: VERT. AS SHOWN
HORIZ. DATE: 3/1/05

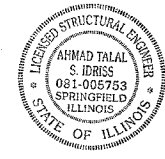
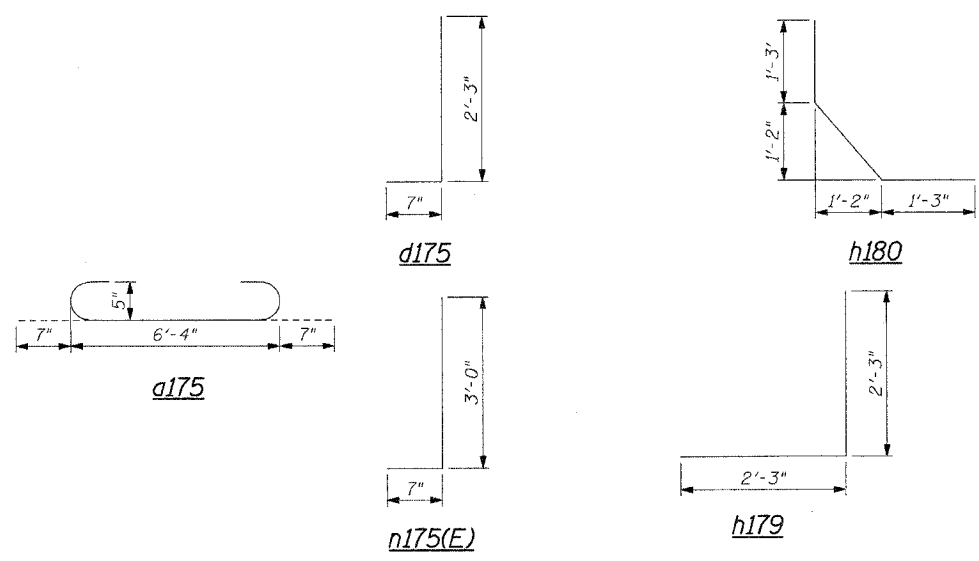
DRAWN BY: GRS
CHECKED BY: ATI



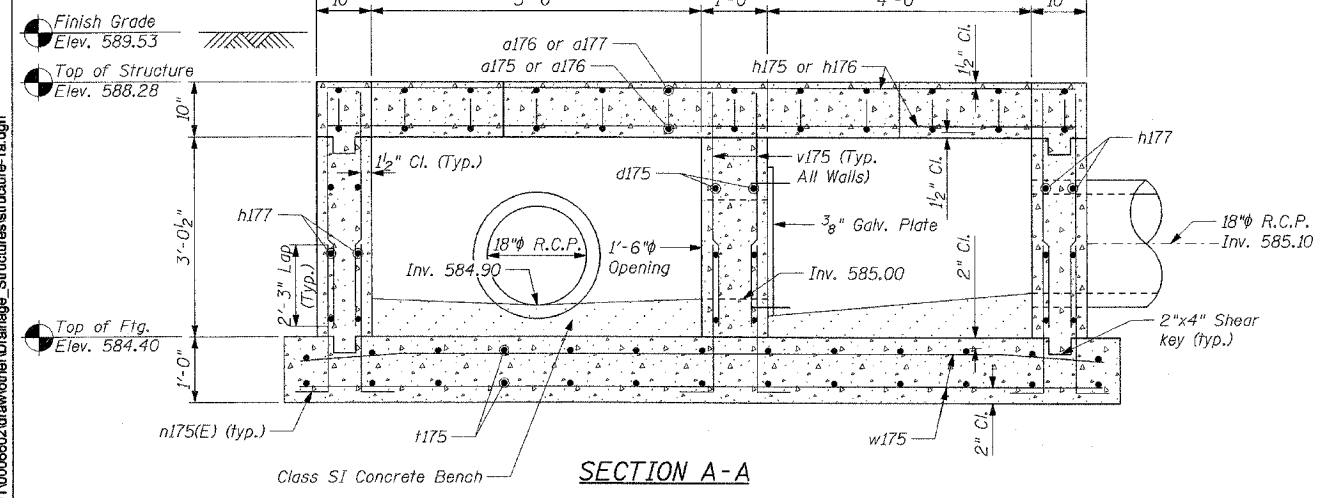
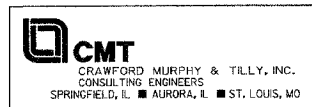
WALL REINFORCEMENT PLAN



PLAN VIEW
SCALE: 3/8" = 1'-0"



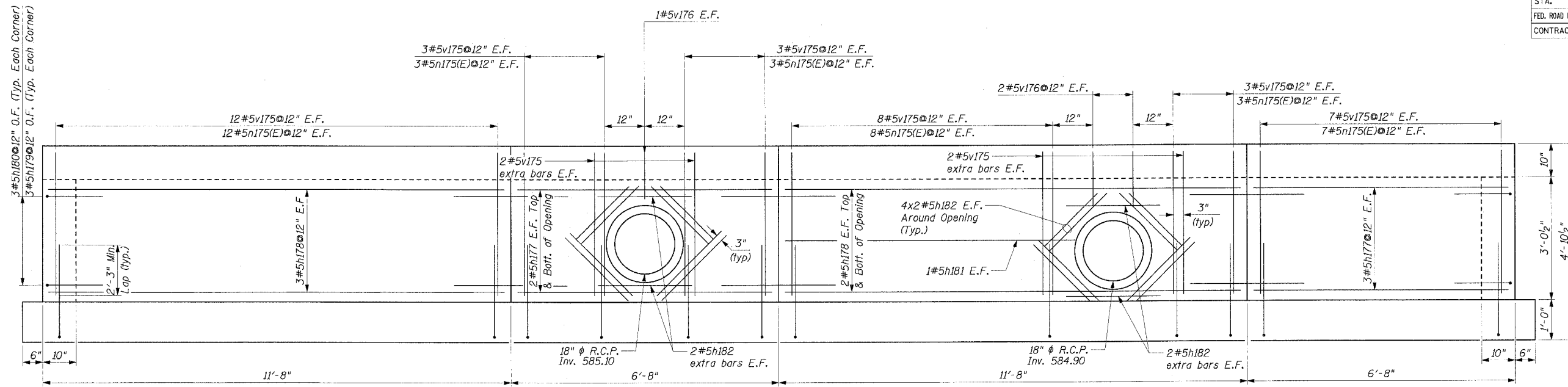
Ahmad T. Idriss
Ahmad T. Idriss, P.E., S.E.
Illinois Licensed Structural Engineer
License Number: 081-005753
Expiration date: November 30, 2006



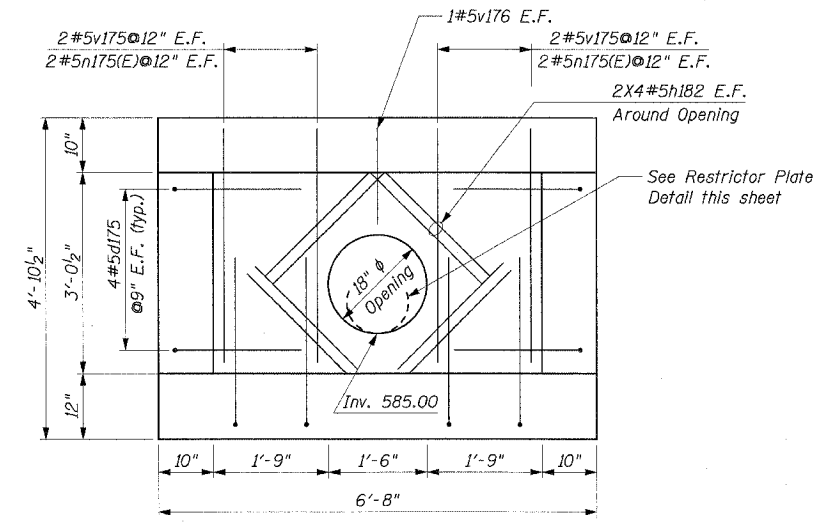
SECTION A-A

L:\DDT\0006602\draw\other\Drainage_Structures\structure-1a.dgn

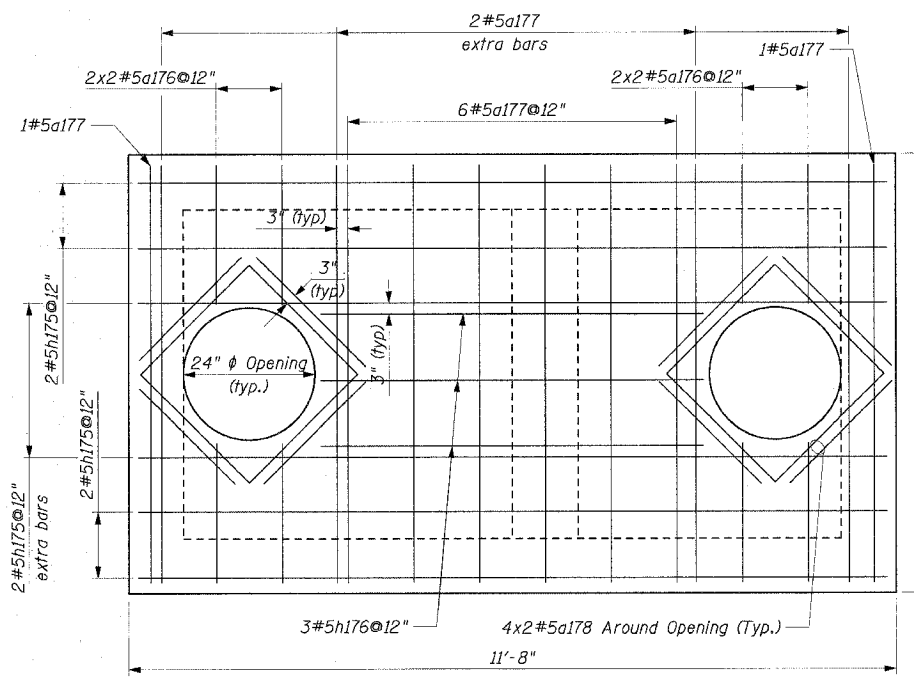
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I) R-3	WILL	390	212
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				



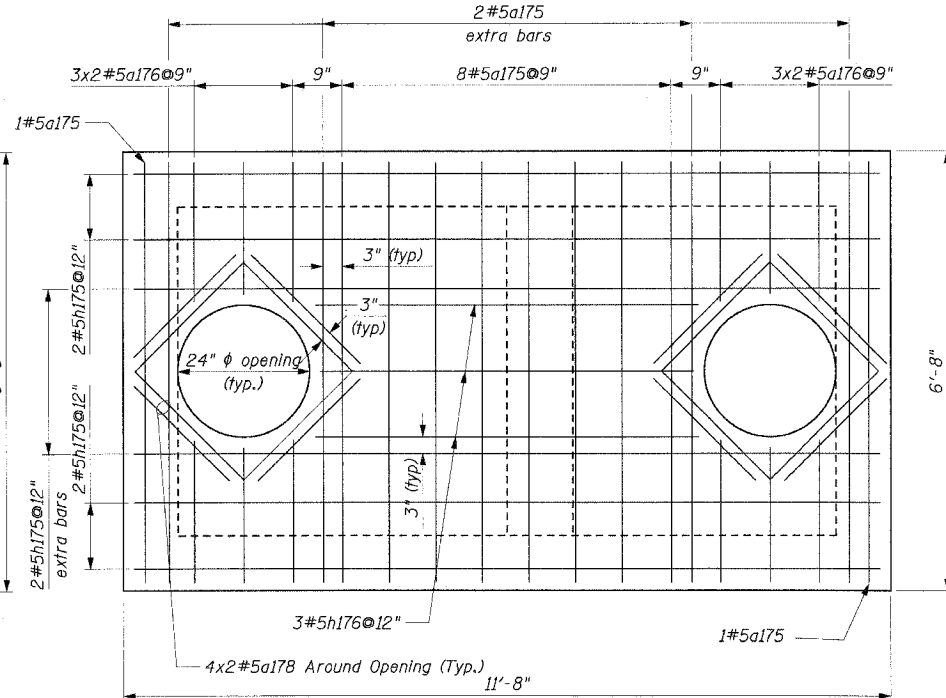
PROJECTED ELEVATION



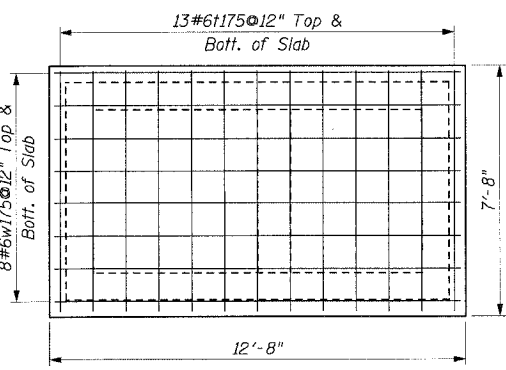
RESTRICTOR WALL ELEVATION



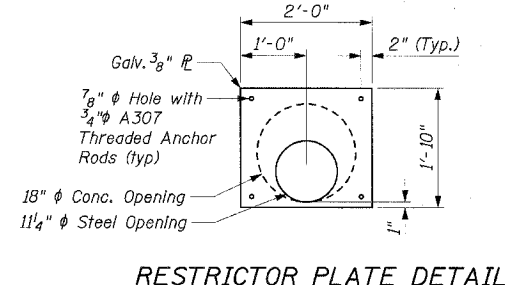
TOP SLAB TOP REINFORCEMENT PLAN



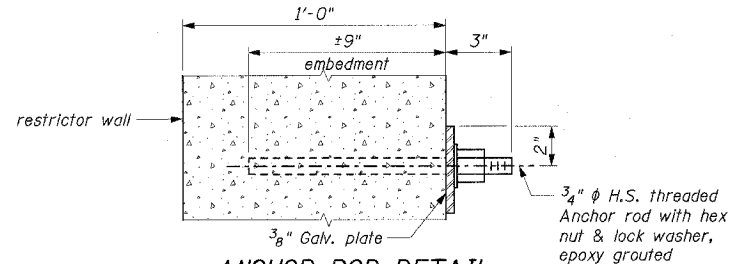
TOP SLAB BOTTOM REINFORCEMENT PLAN



BOTTOM SLAB REINFORCEMENT PLAN



RESTRICTOR PLATE DETAIL



ANCHOR ROD DETAIL

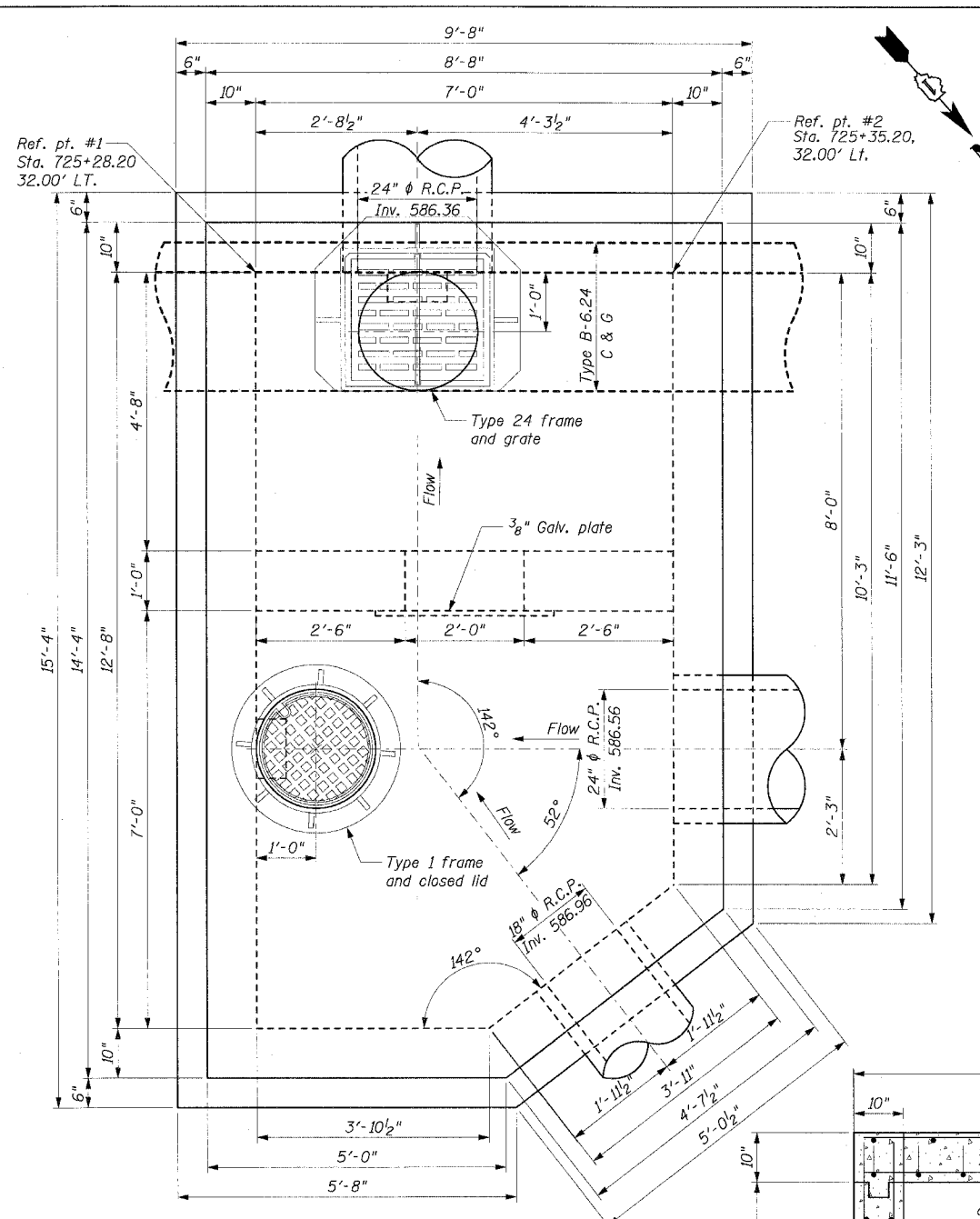
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL STRUCTURE SP-1
OUTLET 10A (NORTH)
 FAP RTE. 575 (U.S.30)
 SECTION (B & I) R-3
 WILL COUNTY

SCALE: VERT. NONE
 HORIZ. DATE: 3/1/05
 DRAWN BY: GRS
 CHECKED BY: ATI

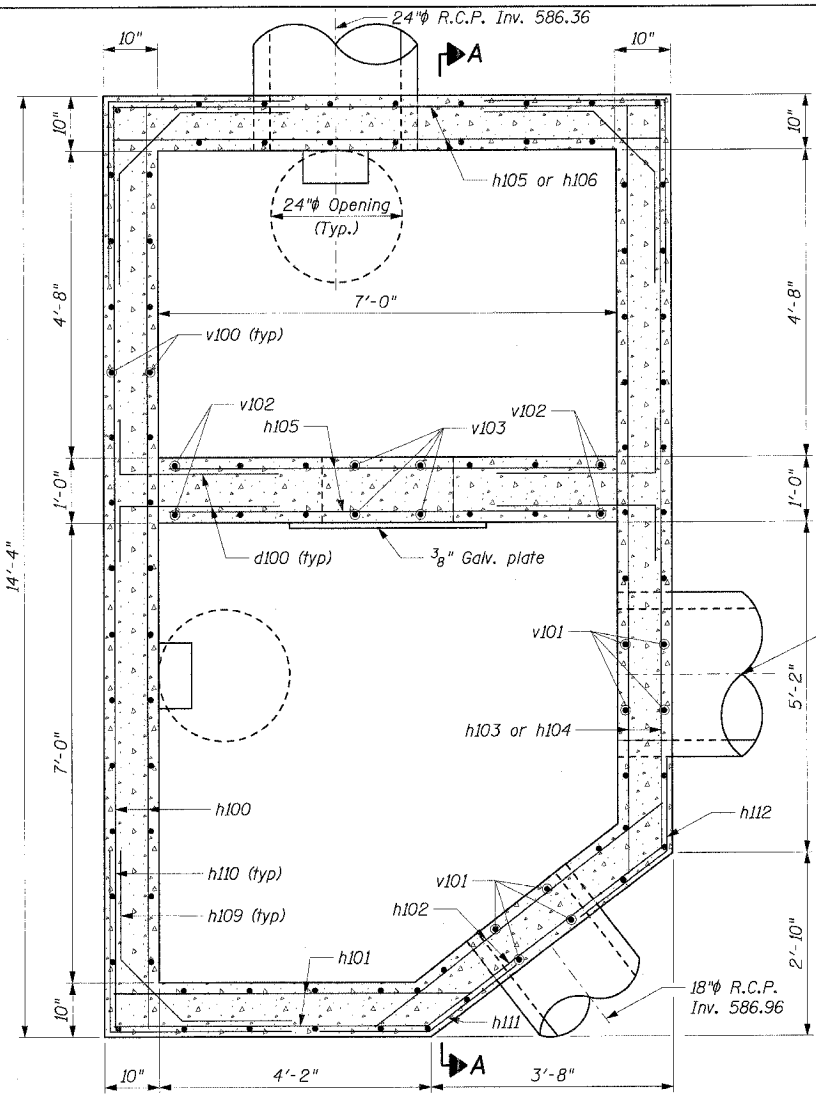
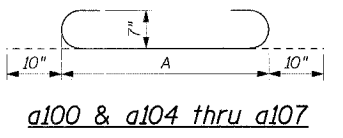


I:\dca0006602\draw\other\drainage_structures\structure-1b.dgn

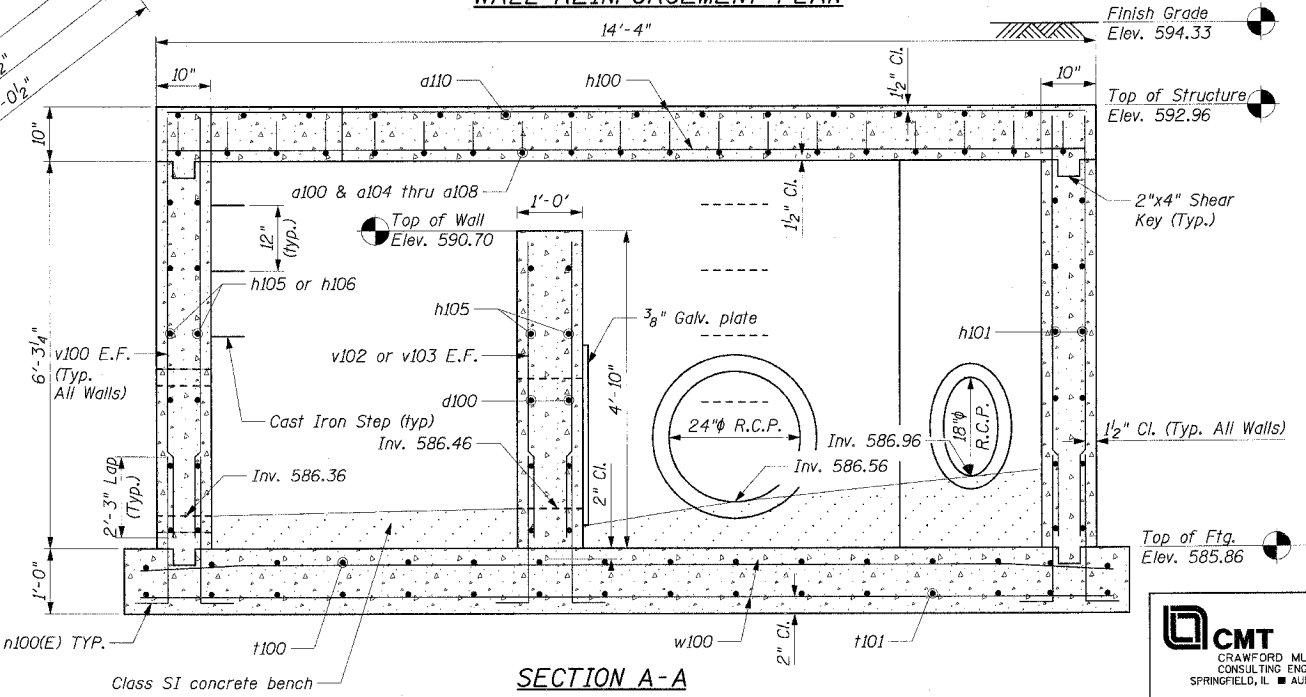


PLAN VIEW
SCALE: 3/4" = 1'-0"

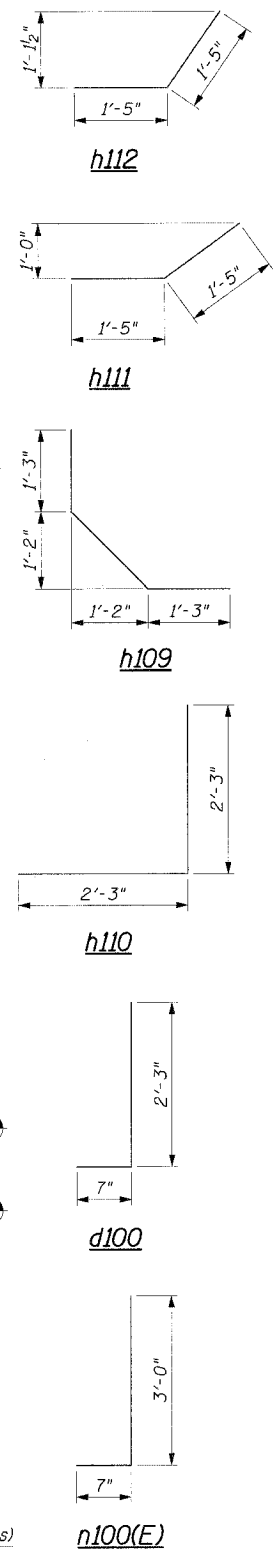
BAR	"A"
a100	8'-4"
a104	7'-4"
a105	6'-5"
a106	5'-5"
a107	4'-9"



WALL REINFORCEMENT PLAN



SECTION A-A



BAR AND MATERIAL LIST
(FOR INFORMATION ONLY)

Bar	No.	Size	Length	Shape
a100	15	#7	10'-0"	U
a101	3	#7	3'-9"	U
a102	3	#7	2'-3"	U
a103	2	#7	5'-6"	U
a104	1	#7	9'-0"	U
a105	1	#7	8'-1"	U
a106	1	#7	7'-1"	U
a107	1	#7	6'-5"	U
a108	2	#5	5'-10"	U
a109	16	#7	2'-4"	U
a110	19	#5	8'-4"	U
a111	16	#5	2'-4"	U
d100	20	#5	2'-10"	U
h100	40	#5	14'-0"	U
h101	14	#5	4'-8"	U
h102	8	#5	4'-6"	U
h103	8	#5	11'-2"	U
h104	6	#5	7'-5"	U
h105	8	#5	8'-4"	U
h106	6	#5	2'-8"	U
h107	56	#5	2'-4"	U
h108	32	#5	2'-10"	U
h109	21	#5	4'-2"	U
h110	21	#5	4'-6"	U
h111	7	#5	2'-10"	U
h112	7	#5	2'-10"	U
n100(E)	84	#5	3'-7"	U
i100	16	#7	9'-4"	U
i101	18	#5	9'-4"	U
v100	72	#5	6'-11"	U
v101	12	#5	4'-0"	U
v102	12	#5	4'-8"	U
v103	4	#5	2'-0"	U
w100	20	#5	15'-0"	U

Description	Unit	Quantity
REINFORCEMENT BARS	L.B.	3590
REINFORCEMENT BARS, EPOXY COATED	L.B.	310
CLASS SI CONCRETE	CU. YD.	9.3
TYPE 1 FRAME, CLOSED LID	EA.	1
TYPE 24 FRAME AND GRATE	EA.	1

BILL OF MATERIAL

Item	Description	Unit	Quantity
*	SPECIAL STRUCTURE SP-2	EA.	1

* Indicates pay item governed by a special provision

REVISIONS	
NAME	DATE

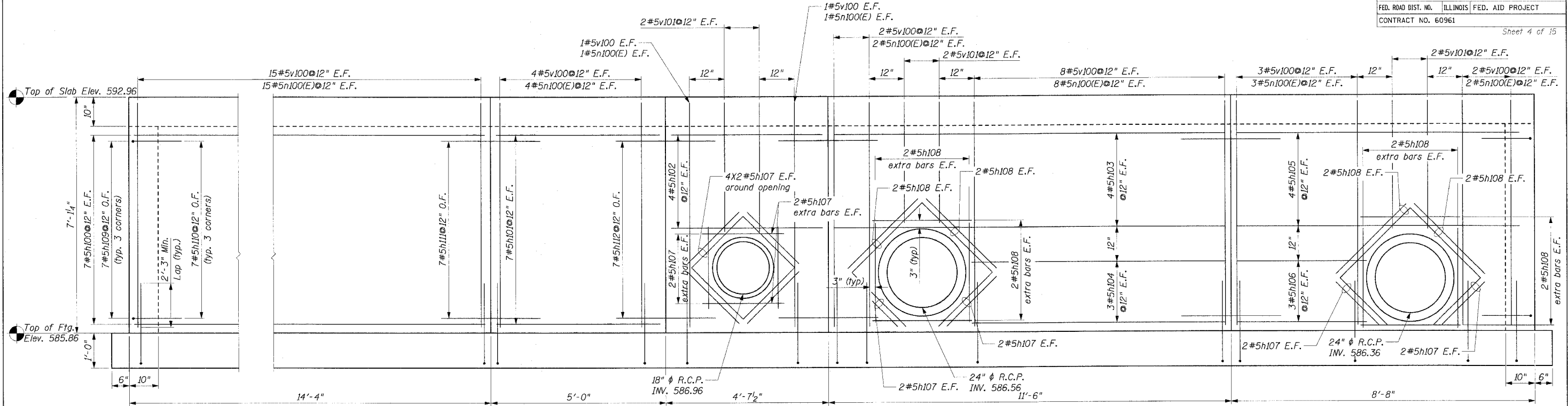
ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL STRUCTURE SP-2
OUTLET JOB
FAP RTE. 575 (U.S.30)
SECTION (B & 14) R-3
WILL COUNTY

SCALE: VERT. AS SHOWN
HORIZ. 3/1/05
DRAWN BY: GRS
CHECKED BY: ATI

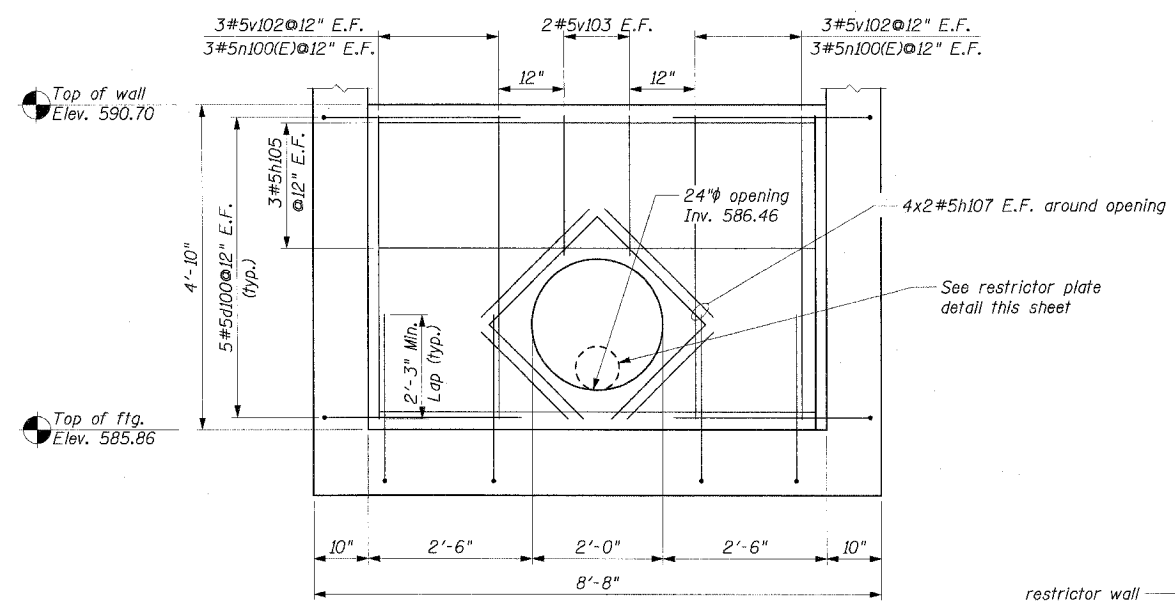
CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	214
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

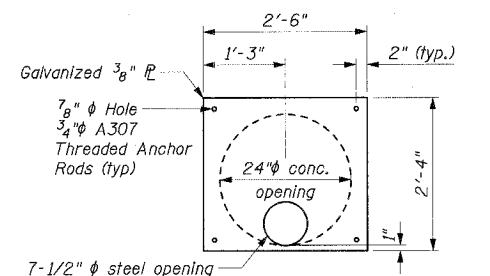
Sheet 4 of 15



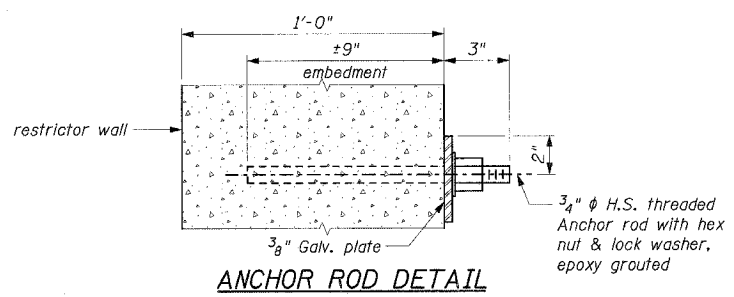
PROJECTED ELEVATION



RESTRICTOR WALL ELEVATION



RESTRICTOR PLATE DETAIL



ANCHOR ROD DETAIL

- NOTES:**
1. All steel plates shall conform to the requirements of AASHTO M270 grade 36.
 2. Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A 307 except that threaded rods, nuts and washers shall conform to AASHTO M 164.
 3. All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.
 4. The Contractor shall use the capsule or adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with premeasured amounts of the chemical.

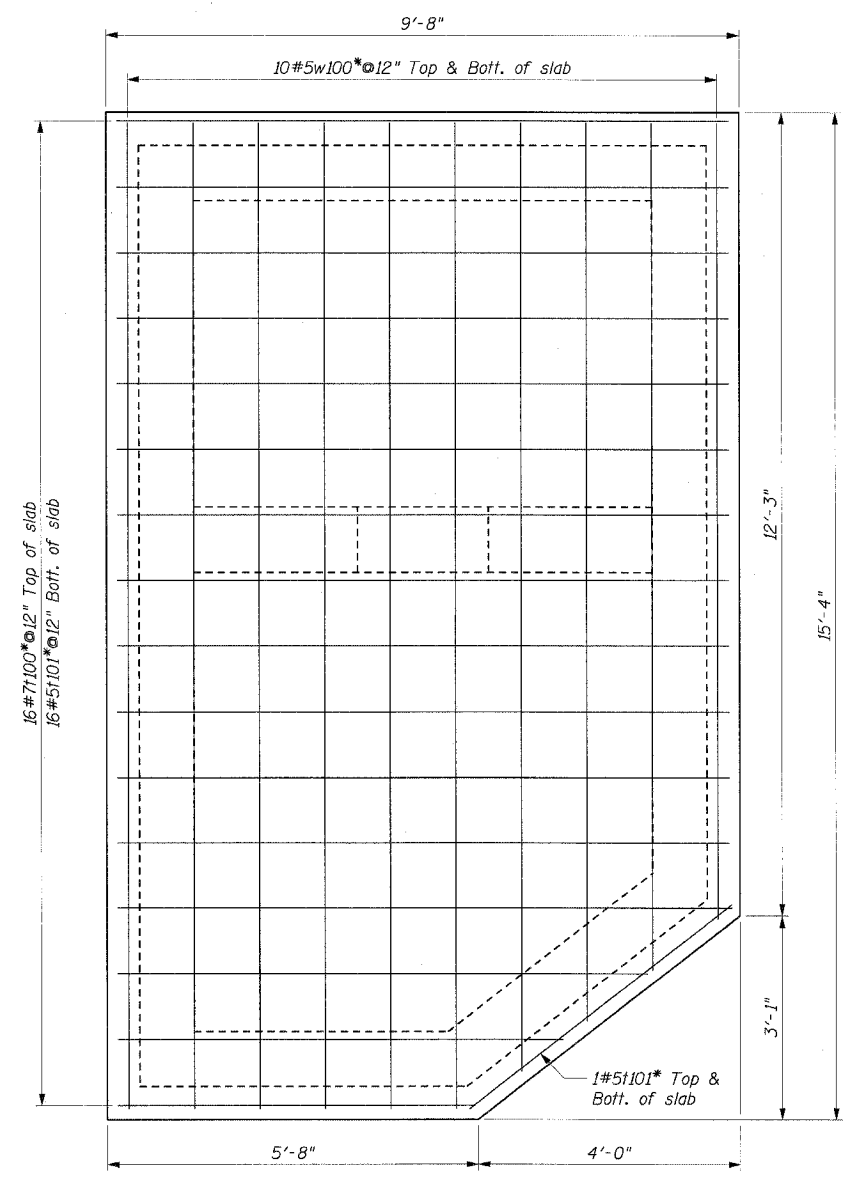
* Cut bars in field to fit & avoid openings

REVISIONS	
NAME	DATE

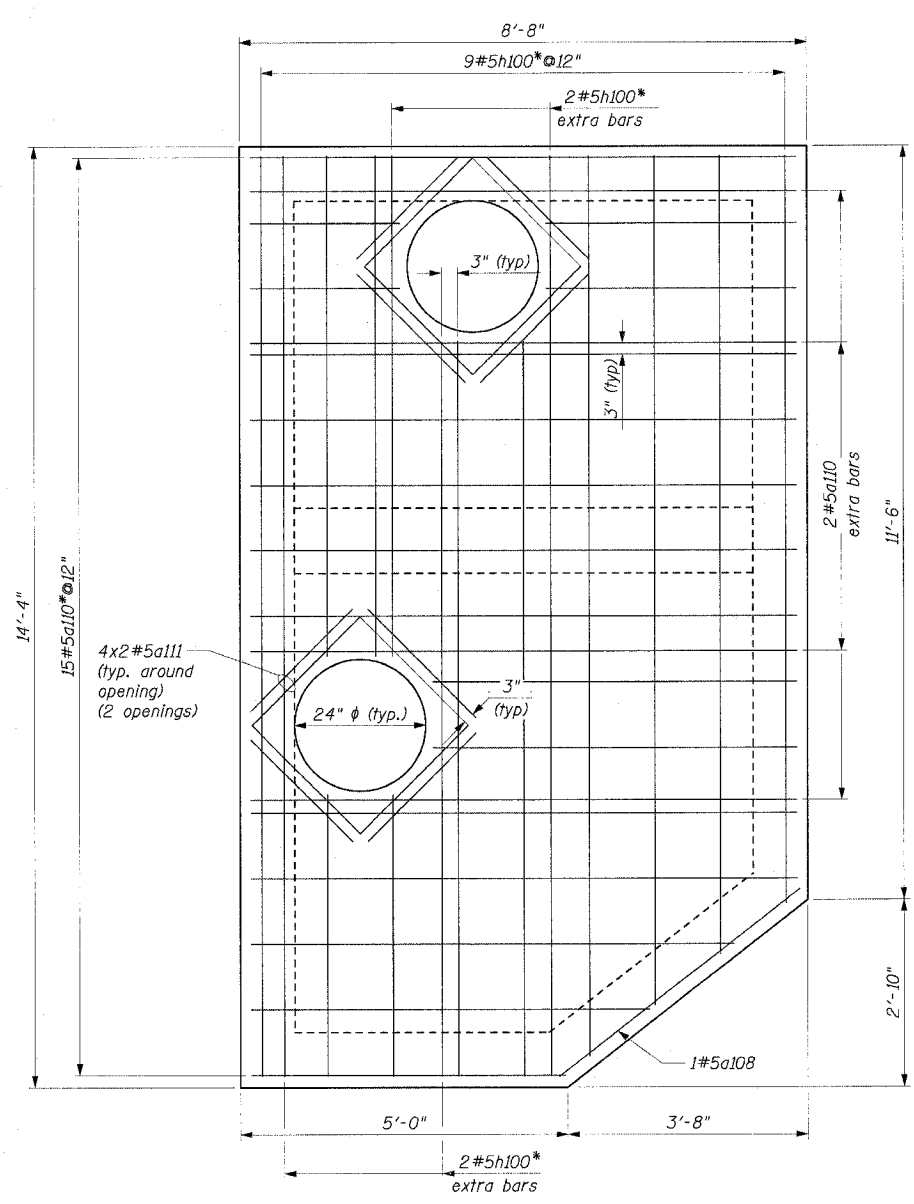
ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL STRUCTURE SP-2
OUTLET 10B
 FAP RTE. 575 (U.S.30)
 SECTION (B & 14) R-3
 WILL COUNTY

SCALE: VERT. NONE
 HORIZ.
 DATE: 3/1/05
 DRAWN BY: GRS
 CHECKED BY: ATI

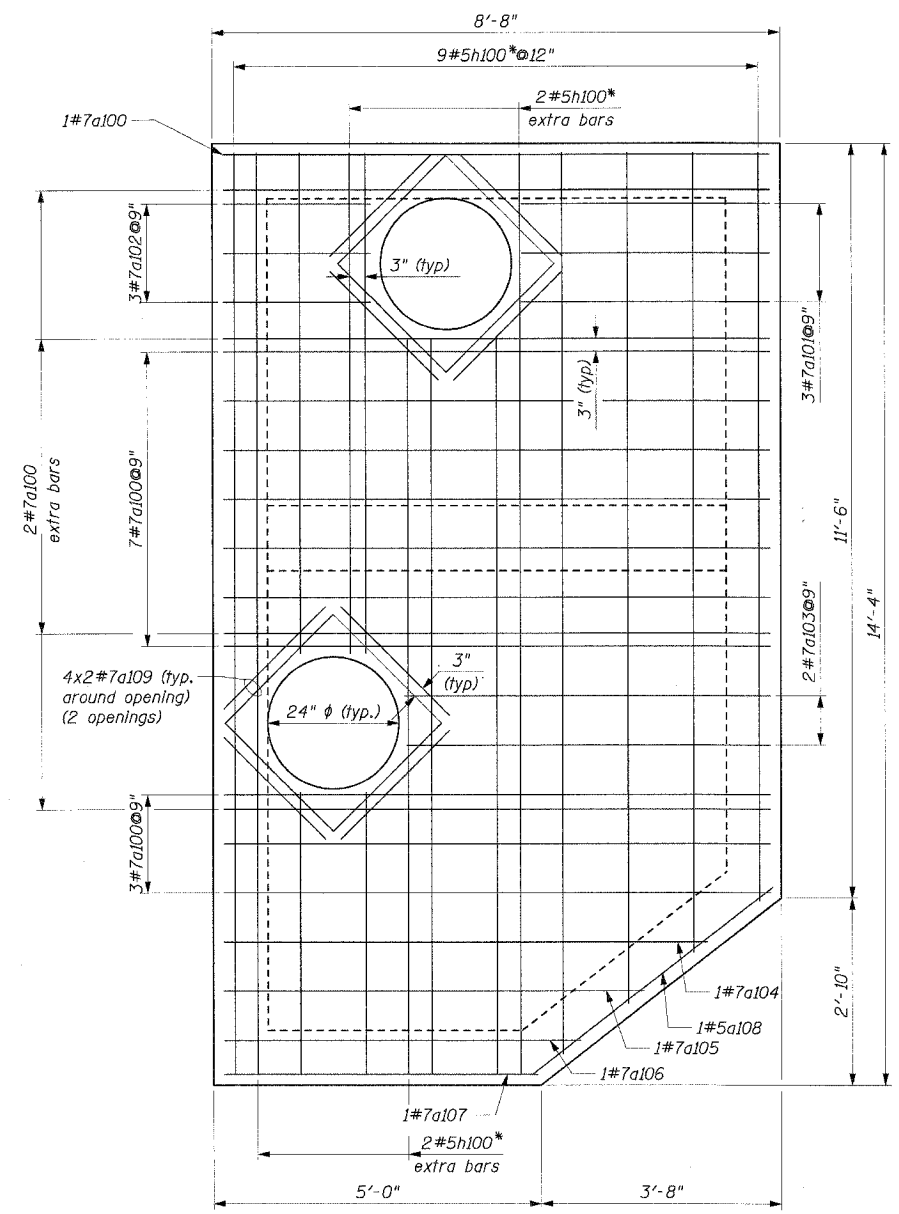
I:\dot\0006602\draw\other\drainage_structures\structure-2b.dgn



BOTTOM SLAB REINFORCEMENT PLAN



**TOP SLAB
TOP REINFORCEMENT PLAN**

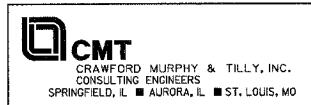


**TOP SLAB
BOTTOM REINFORCEMENT PLAN**

* Cut bars in field to fit & avoid openings

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**SPECIAL STRUCTURE SP-2
 OUTLET JOB**
 FAP RTE. 575 (U.S.30)
 SECTION (B & 14) R-3
 WILL COUNTY



SCALE: VERT. NONE
 HORIZ. NONE
 DATE: 3/1/05
 DRAWN BY: GRS
 CHECKED BY: ATI

I:\1010006602\draw\other\drainage_structures\structure-2c.dgn

BAR AND MATERIAL LIST Sheet 6 of 15
(FOR INFORMATION ONLY)

Bar	No.	Size	Length	Shape
a1	11	#7	10'-9"	U
a2	1	#7	10'-0"	U
a3	2	#7	9'-0"	U
a4	1	#7	7'-10"	U
a5	1	#7	6'-11"	U
a6	4	#7	6'-4"	U
a7	18	#5	9'-1"	U
a8	16	#5	2'-4"	U
a9	16	#7	2'-4"	U
d1	16	#5	2'-10"	L
h1	5	#5	8'-5"	U
h2	2	#5	4'-9"	U
h3	2	#5	5'-3"	U
h4	10	#5	1'-4"	U
h5	4	#5	9'-1"	U
h6	15	#5	4'-6"	U
h7	5	#5	2'-10"	U
h8	5	#5	2'-10"	U
h9	5	#5	8'-10"	U
h10	2	#5	4'-10"	U
h11	2	#5	5'-10"	U
h12	24	#5	2'-7"	U
h13	40	#5	2'-3"	U
h14	24	#5	2'-10"	U
h15	15	#5	4'-2"	U
h16	2	#5	7'-5"	U
h17	6	#5	5'-2"	U
h18	12	#5	1'-4"	U
h19	15	#7	1'-4"	U
n(E)	88	#5	3'-7"	U
i1	13	#7	10'-1"	U
i2	13	#5	10'-1"	U
v1	76	#5	4'-9"	U
v2	12	#5	3'-3"	U
v3	12	#5	2'-5"	U
w1	11	#7	12'-4"	U
w2	11	#5	12'-4"	U
w3	2	#5	5'-5"	U

Description	Unit	Quantity
REINFORCEMENT BARS	LB.	3220
REINFORCEMENT BARS, EPOXY COATED	LB.	330
CLASS SI CONCRETE	CU. YD.	11.7
TYPE 1 FRAME, OPEN LID	EA.	1
TYPE 1 FRAME, CLOSED LID	EA.	1

BILL OF MATERIAL

Item	Description	Unit	Quantity
*	SPECIAL STRUCTURE SP-3	EA.	1

- NOTES:**
- All steel plates shall conform to the requirements of AASHTO M270 grade 36.
 - Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A 307 except that threaded rods, nuts and washers shall conform to AASHTO M 164.
 - All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.
 - The Contractor shall use the capsule or adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with premeasured amounts of the chemical.

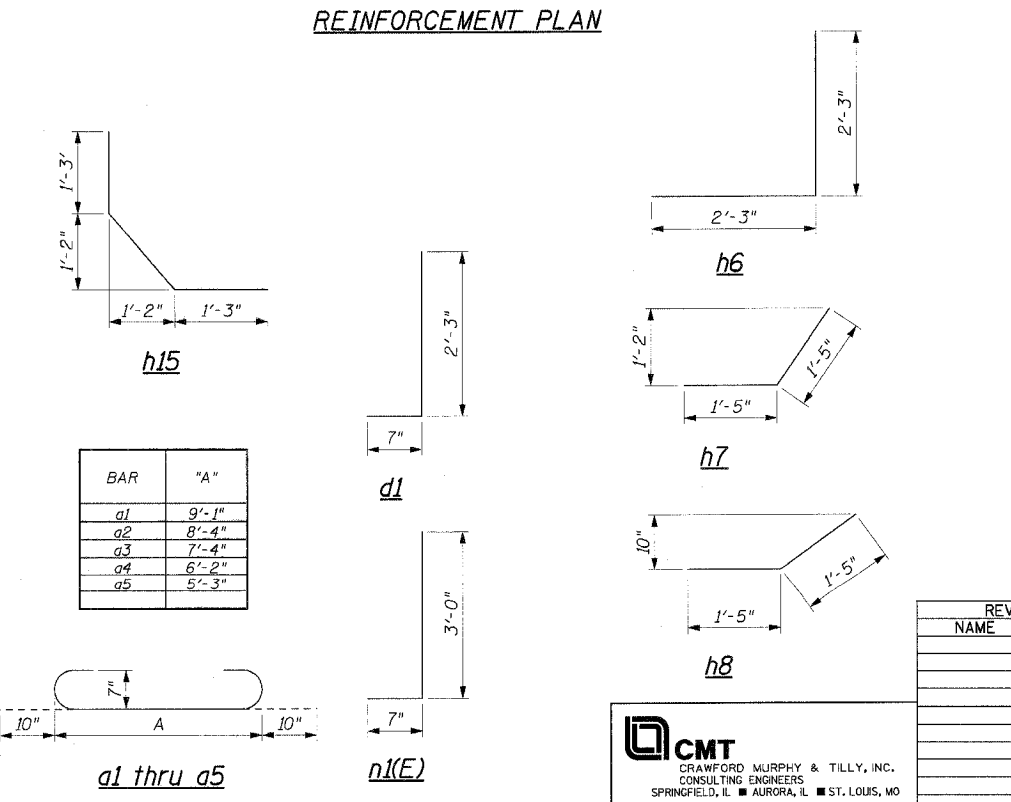
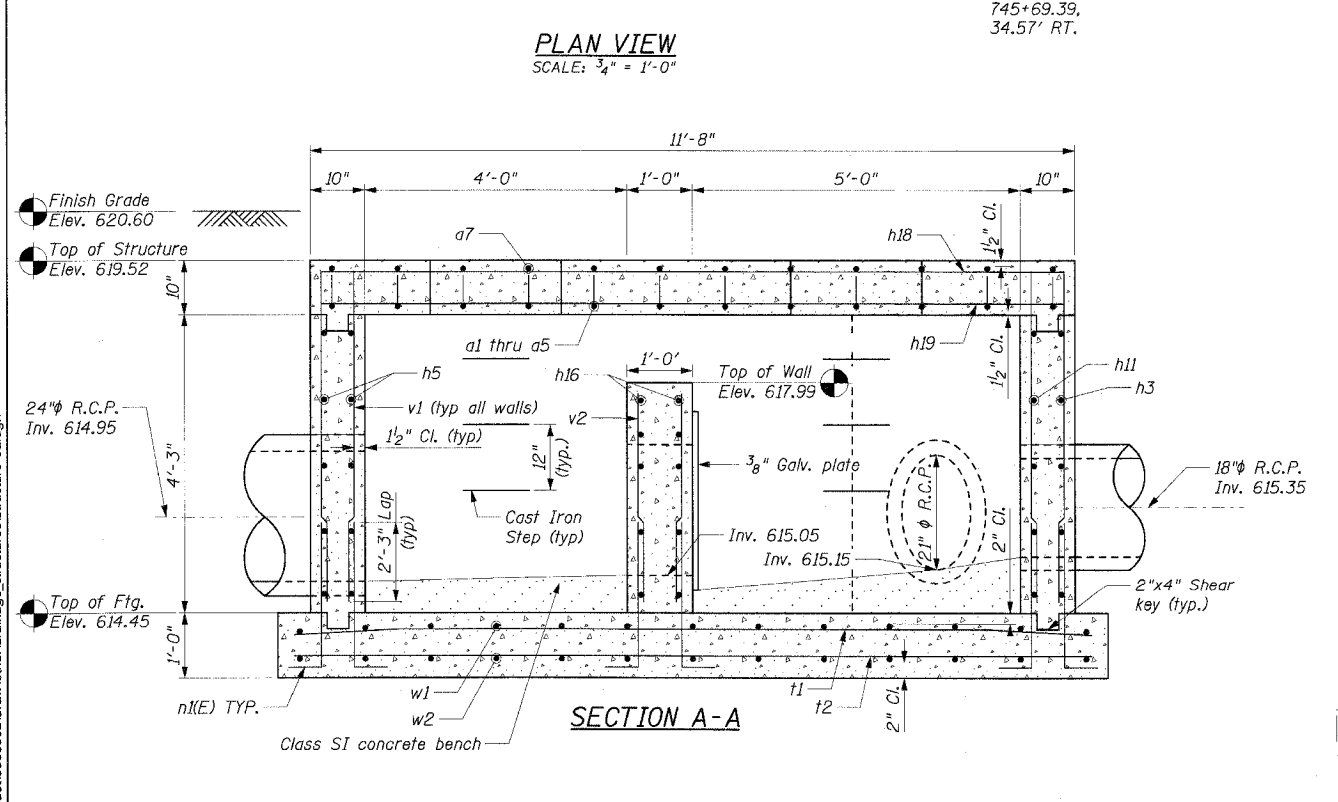
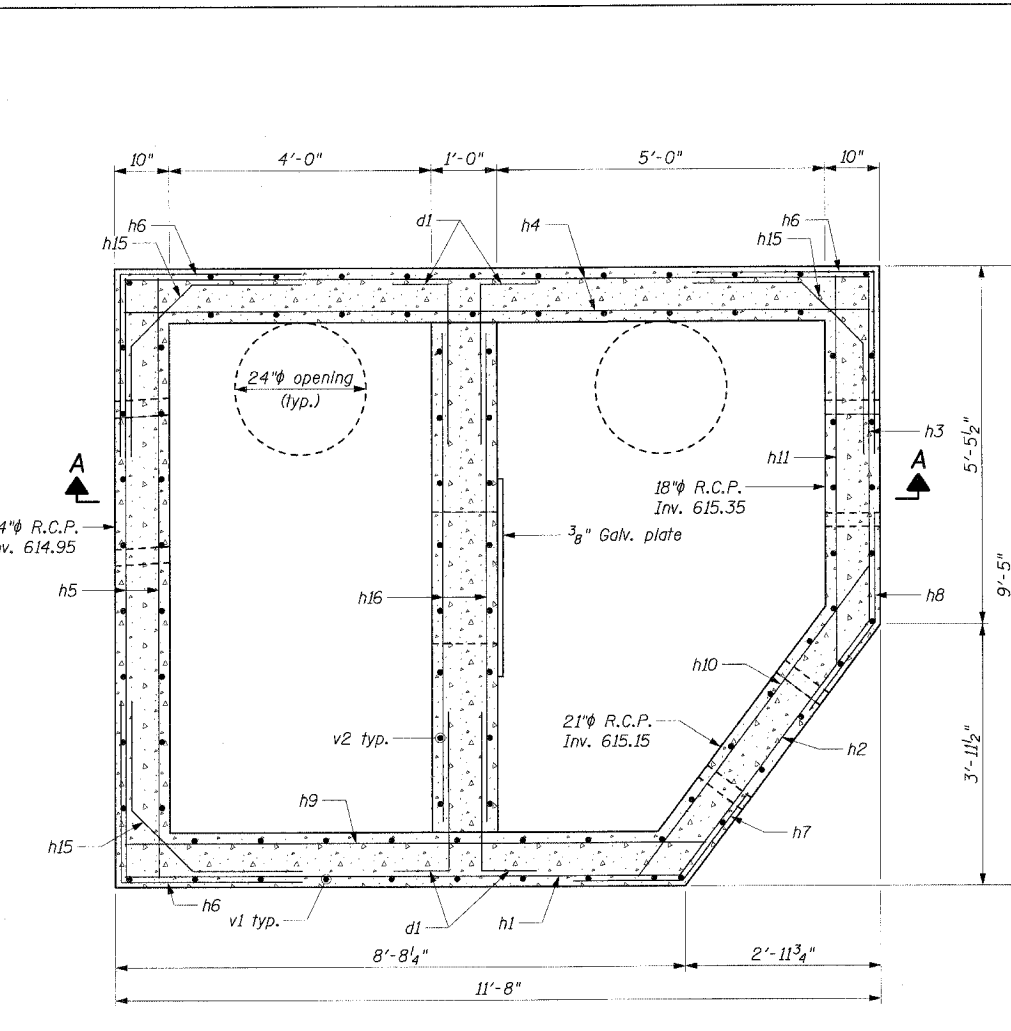
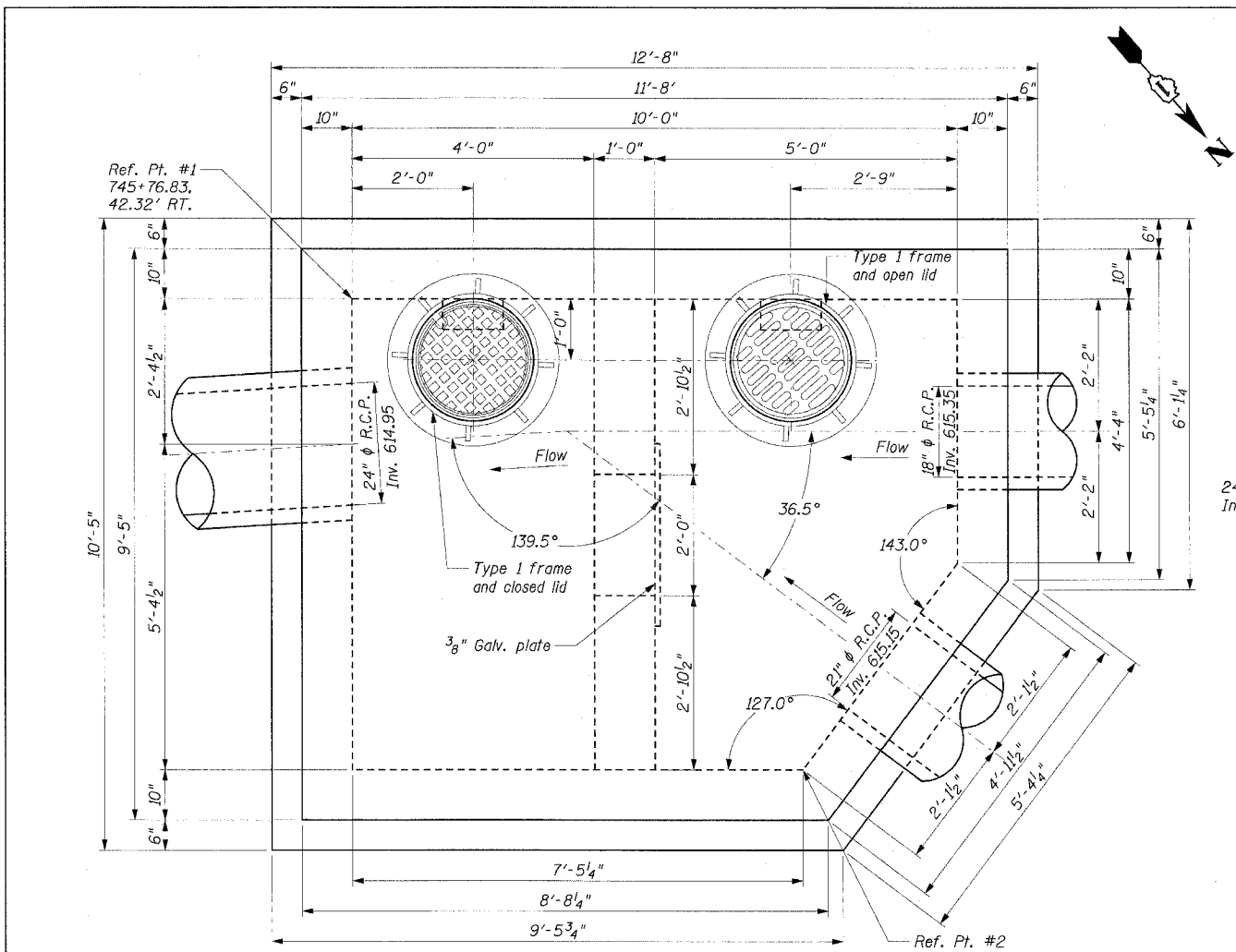
REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL STRUCTURE SP-3
OUTLET 13-SOUTH
 FAP RTE. 575 (U.S.30)
 SECTION (B & 14) R-3
 WILL COUNTY

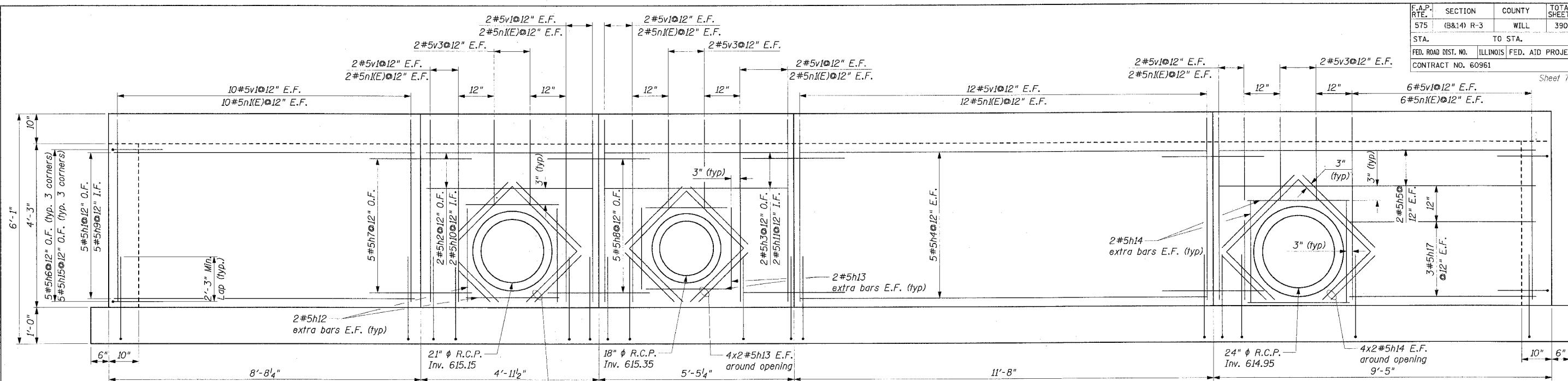
SCALE: VERT. AS SHOWN
 HORIZ.
 DATE: 3/1/05

DRAWN BY: GRS
 CHECKED BY: ATI

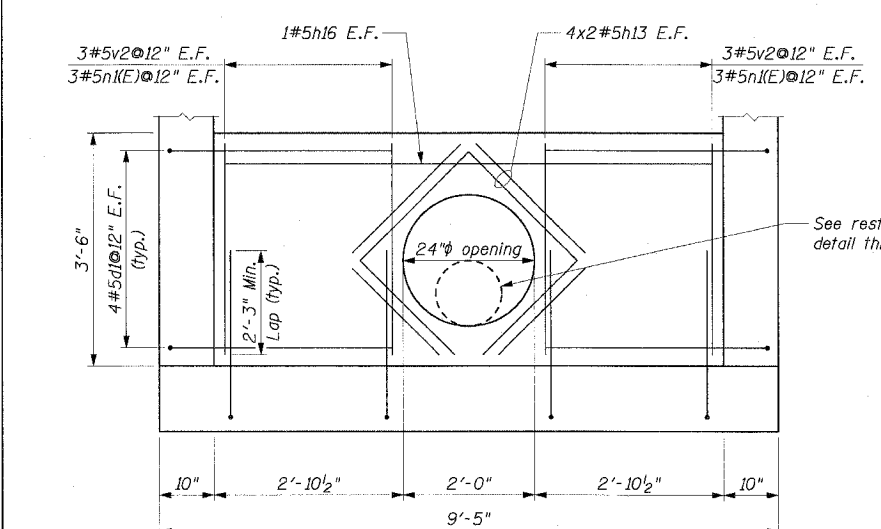


I:\dot\0006602\draw\other\drainage_structures\structure-3a.dgn

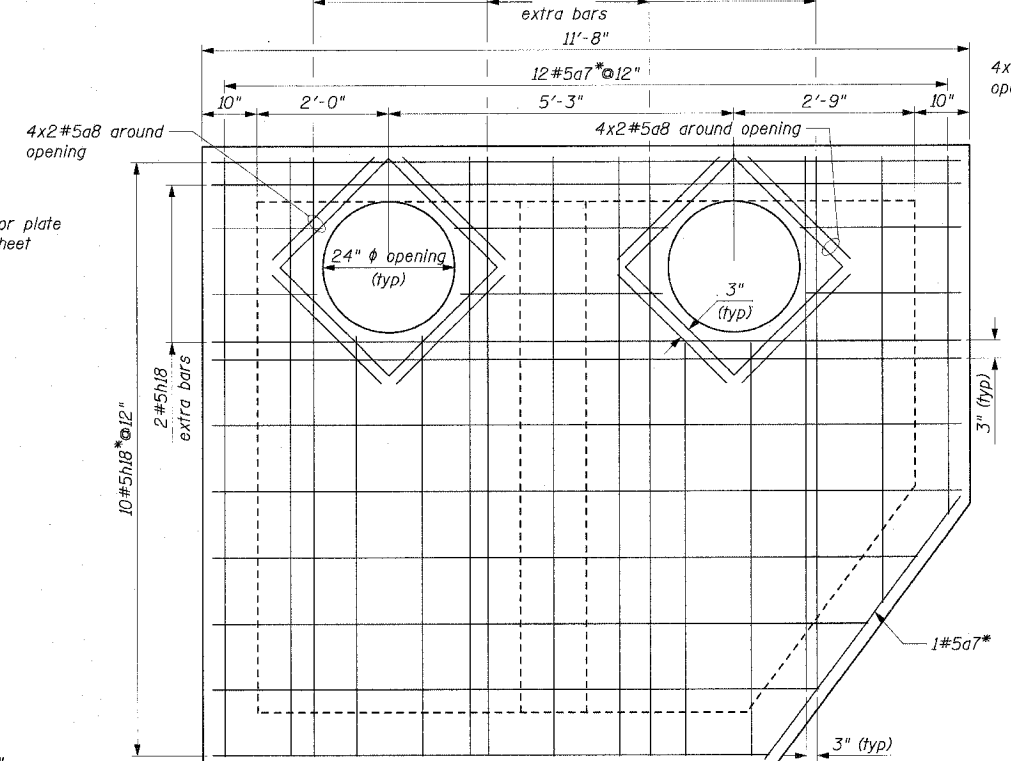
CMT
 CRAWFORD MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO



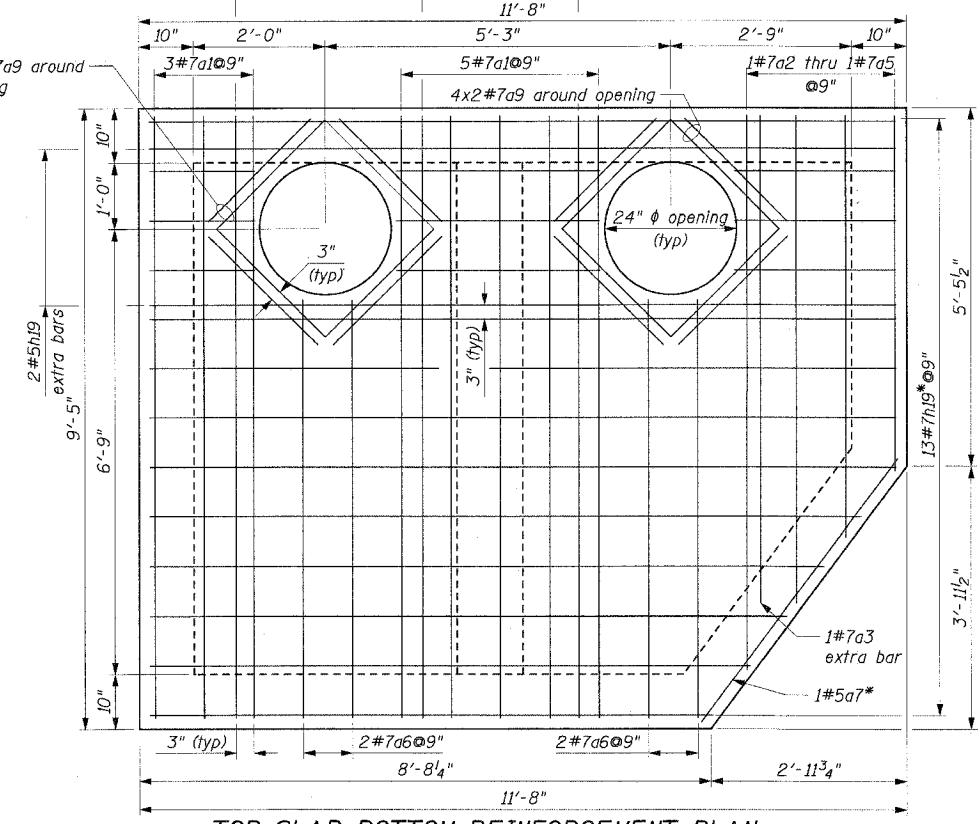
PROJECTED ELEVATION



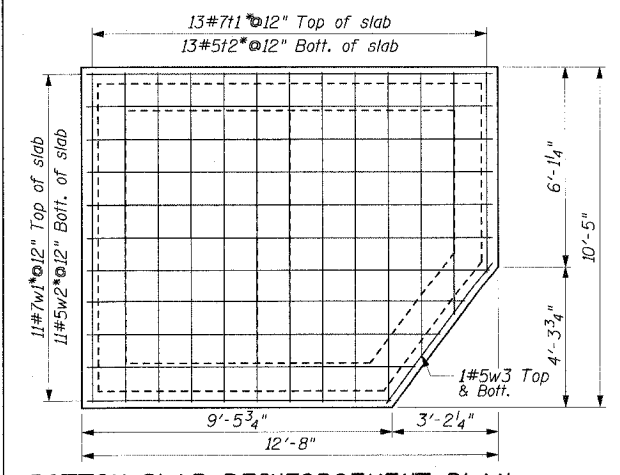
RESTRICTOR WALL ELEVATION



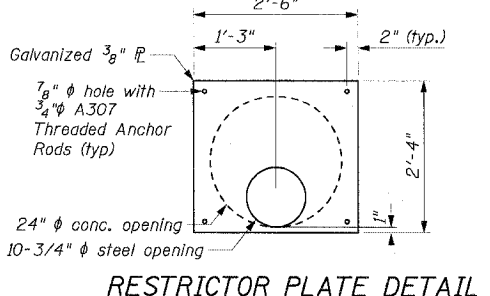
TOP SLAB TOP REINFORCEMENT PLAN



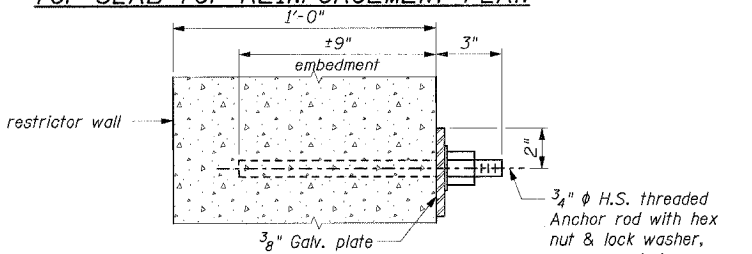
TOP SLAB BOTTOM REINFORCEMENT PLAN



BOTTOM SLAB REINFORCEMENT PLAN



RESTRICTOR PLATE DETAIL



ANCHOR ROD DETAIL



REVISIONS	
NAME	DATE

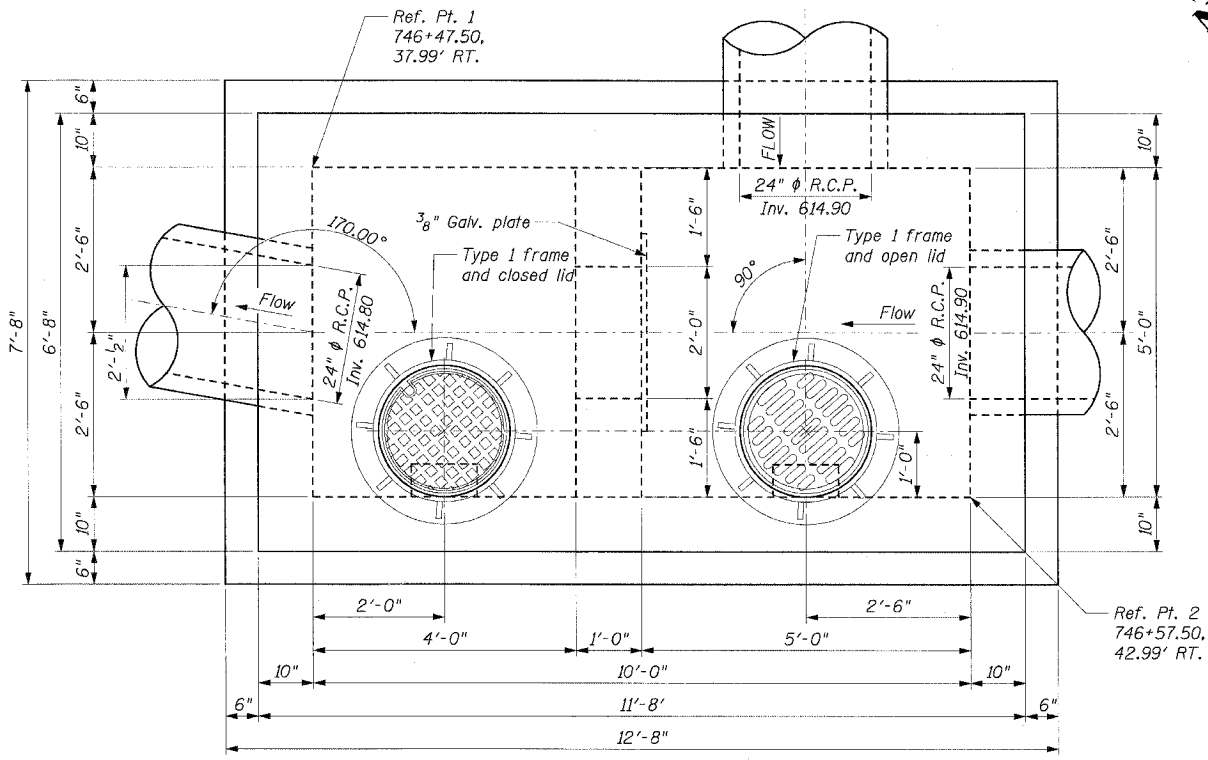
ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL STRUCTURE SP-3
OUTLET 13-SOUTH
 FAP RTE. 575 (U.S.30)
 SECTION (B & I) R-3
 WILL COUNTY

SCALE: HORIZ. AS SHOWN
 DATE: 3/1/05

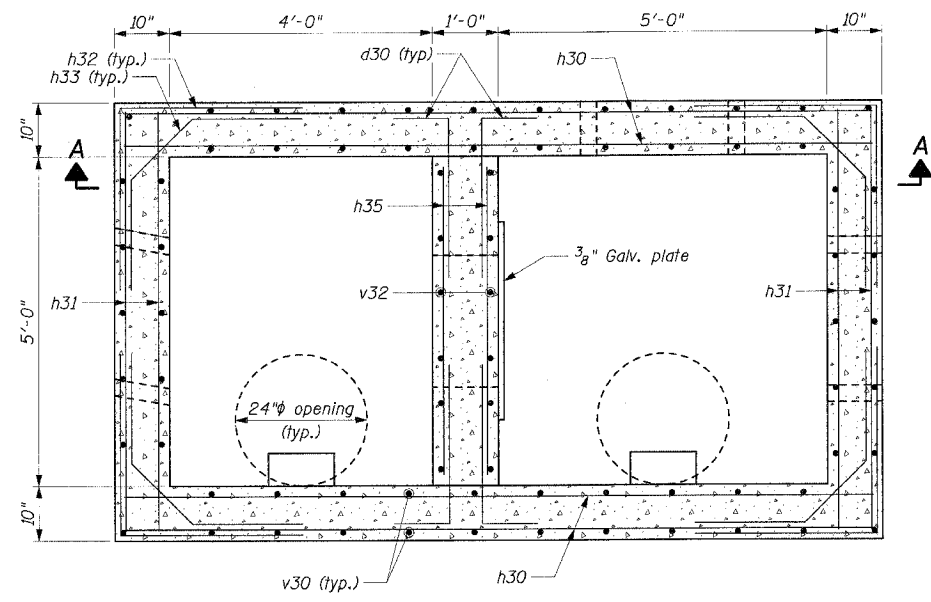
DRAWN BY: GRS
 CHECKED BY: ATI

I:\data\000602\draw\other\drainage_structures\structure-3b.dgn

F.A.P. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	218
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961		Sheet 8 of 15		



PLAN VIEW
SCALE: 3/4" = 1'-0"



WALL REINFORCEMENT PLAN

BAR AND MATERIAL LIST
(FOR INFORMATION ONLY)

Bar	No.	Size	Length	Shape
a30	15	#5	7'-6"	U
a31	21	#5	6'-4"	U
a32	32	#5	2'-8"	U
d30	20	#5	2'-10"	L
h30	42	#5	11'-4"	U
h31	24	#5	6'-4"	U
h32	24	#5	4'-6"	U
h33	24	#5	4'-2"	U
h34	88	#5	2'-8"	U
h35	6	#5	4'-8"	U
n30(E)	78	#5	3'-7"	U
f30	26	#6	7'-4"	U
v30	70	#5	6'-8"	U
v31	12	#5	3'-5"	U
v32	8	#5	4'-6"	U
v33	4	#5	1'-9"	U
w30	16	#6	12'-4"	U

Description	Unit	Quantity
REINFORCEMENT BARS	LB.	290
REINFORCEMENT BARS, EPOXY COATED	LB.	2710
CLASS SI CONCRETE	CU. YD.	13.3
TYPE 1 FRAME, CLOSED LID	EA.	1
TYPE 1 FRAME, OPEN LID	EA.	1

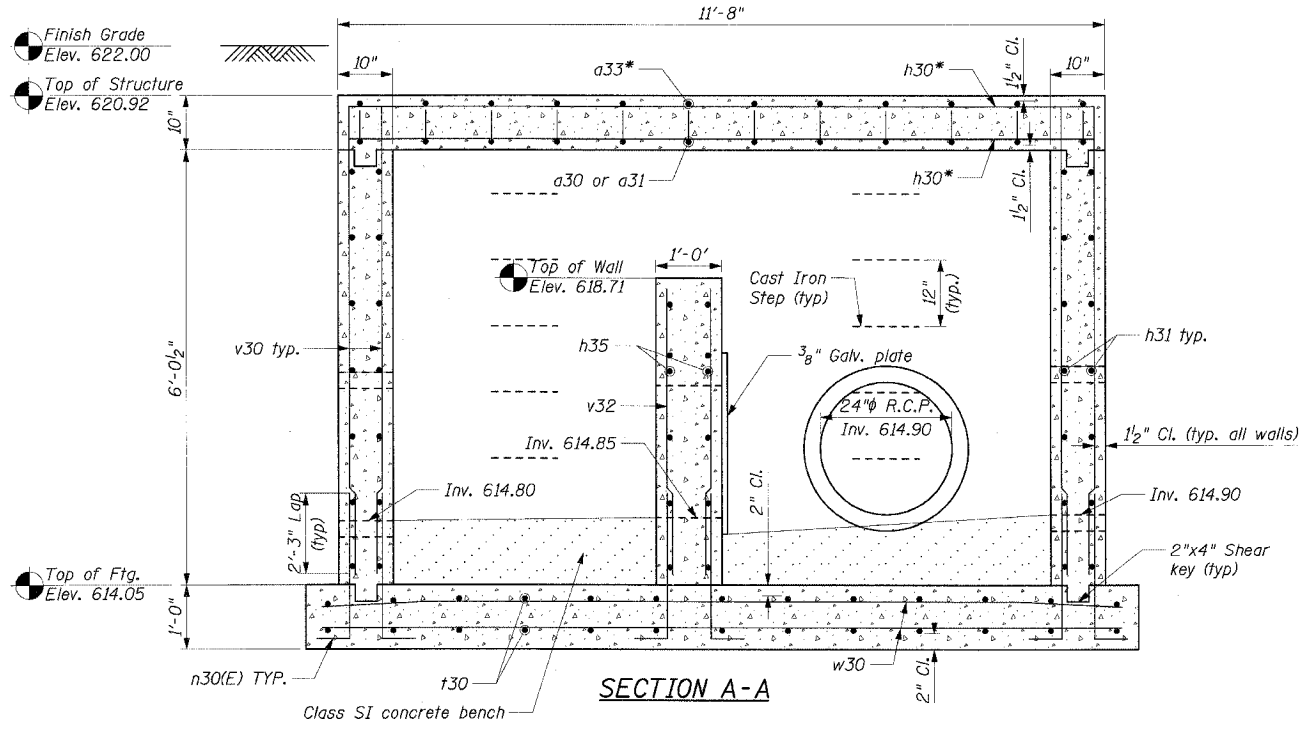
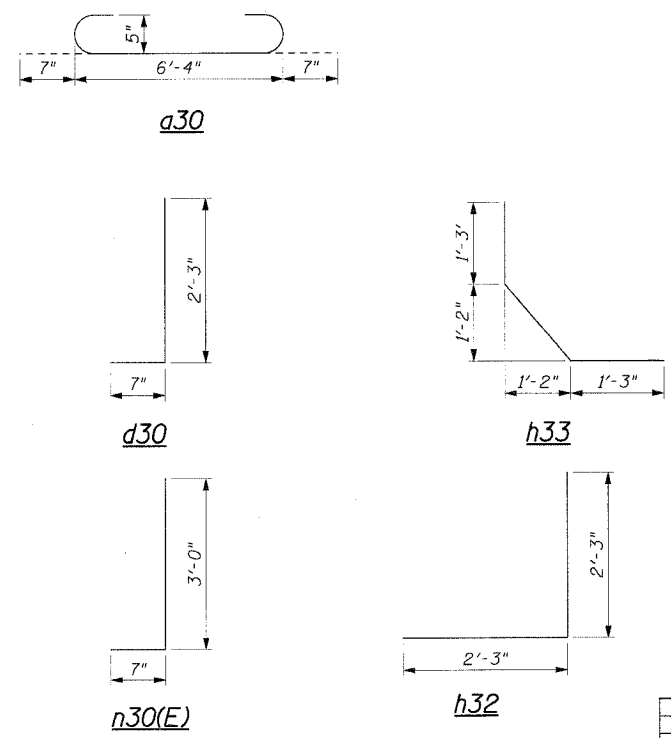
BILL OF MATERIAL

Item	Description	Unit	Quantity
*	SPECIAL STRUCTURE SP-4	EA.	1

* Indicates pay item governed by a special provision

NOTES:

- All steel plates shall conform to the requirements of AASHTO M270 grade 36.
- Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A 307 except that threaded rods, nuts and washers shall conform to AASHTO M 164.
- All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.
- The Contractor shall use the capsule or adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with premeasured amounts of the chemical.



SECTION A-A

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL STRUCTURE SP-4
OUTLET 13-NORTH
FAP RTE. 575 (U.S.30)
SECTION (B & 14) R-3
WILL COUNTY

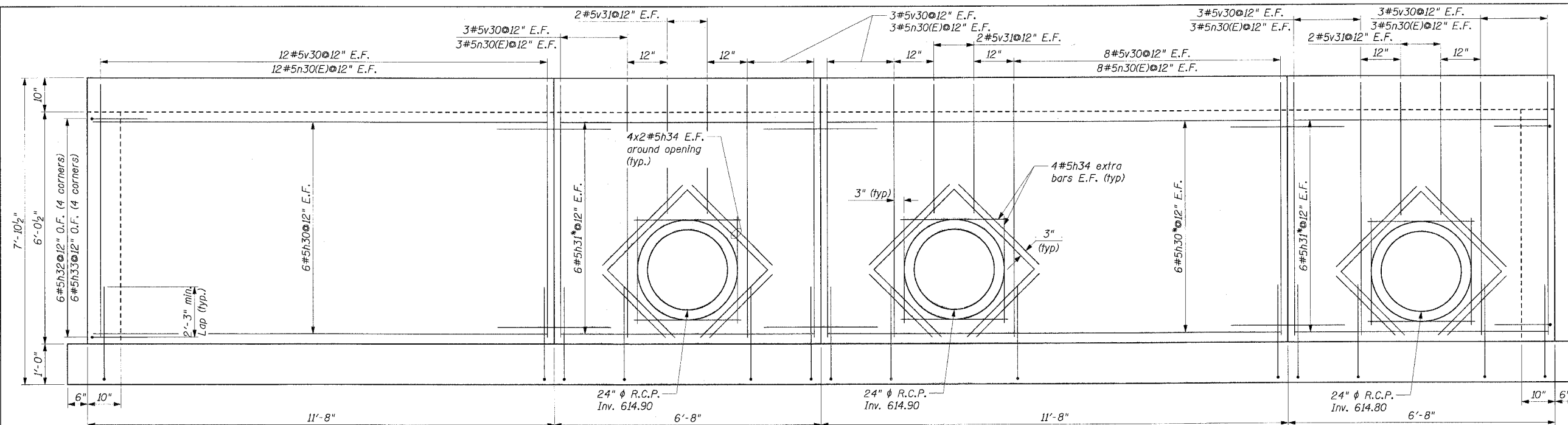
CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

SCALE: VERT. AS SHOWN
HORIZ. DATE: 3/1/05
DRAWN BY: GRS
CHECKED BY: ATI

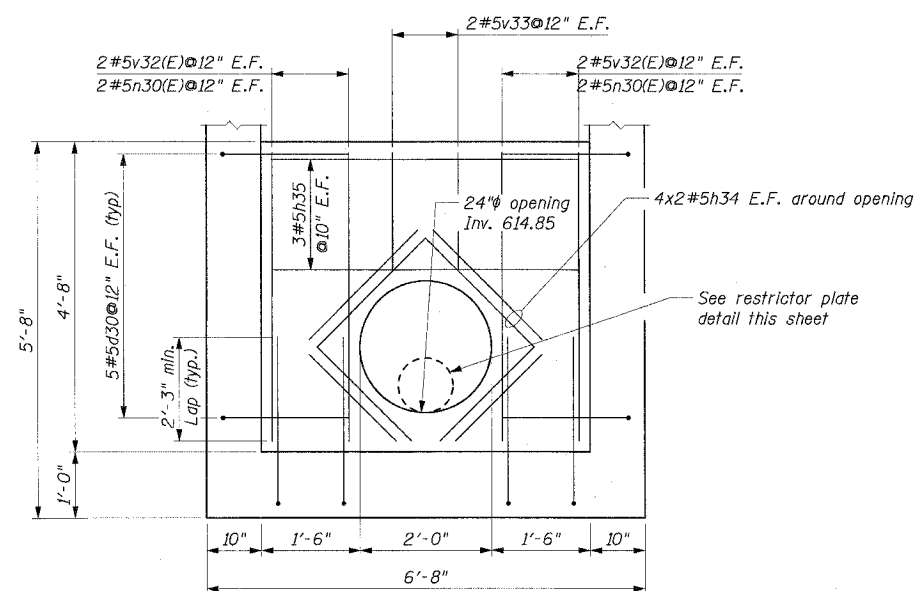
I:\data\0006092\draw\other\drainage_structures\structure-4a.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	219
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

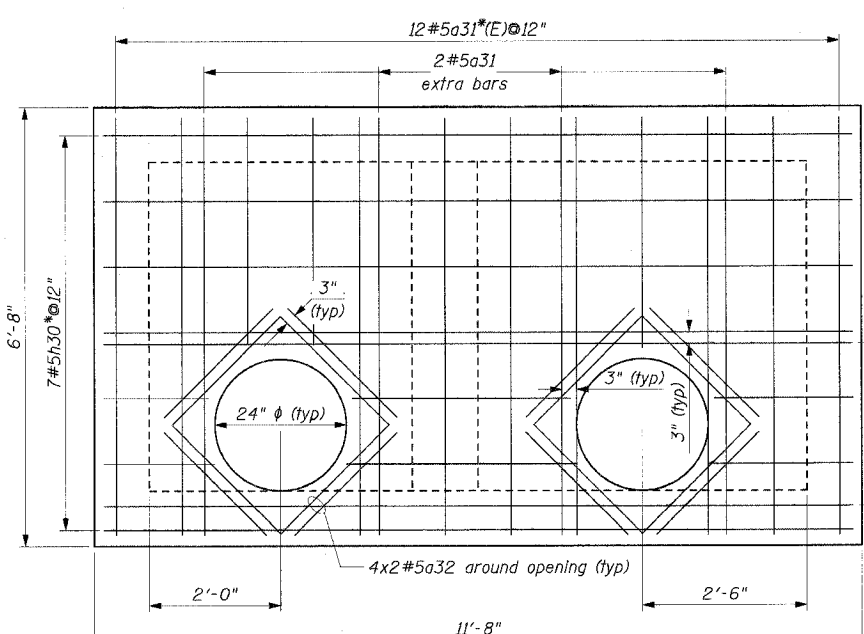
Sheet 9 of 15



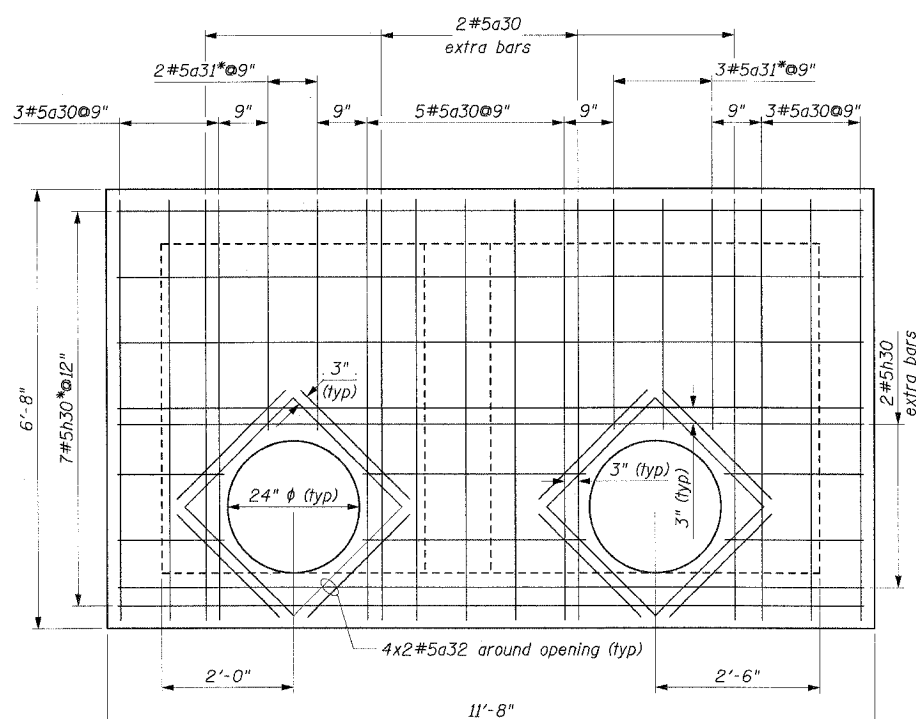
PROJECTED ELEVATION



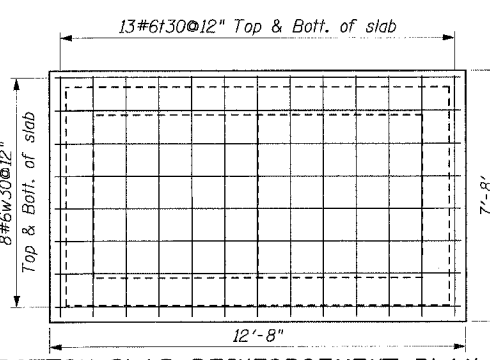
RESTRICTOR WALL ELEVATION



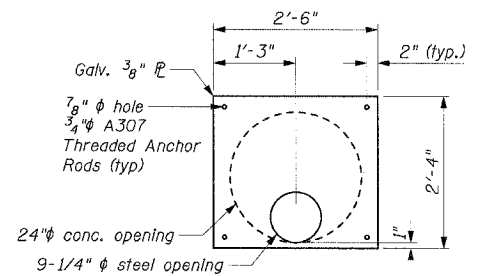
TOP SLAB TOP REINFORCEMENT PLAN



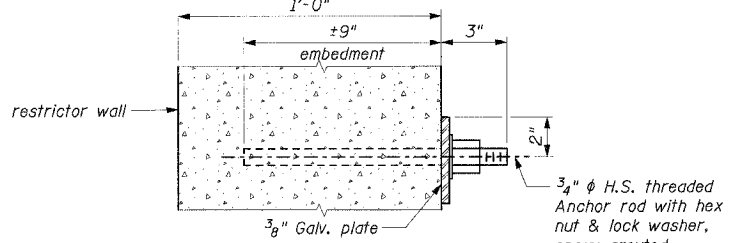
TOP SLAB BOTTOM REINFORCEMENT PLAN



BOTTOM SLAB REINFORCEMENT PLAN



RESTRICTOR PLATE DETAIL



ANCHOR ROD DETAIL

* Cut bars in field to fit & avoid openings

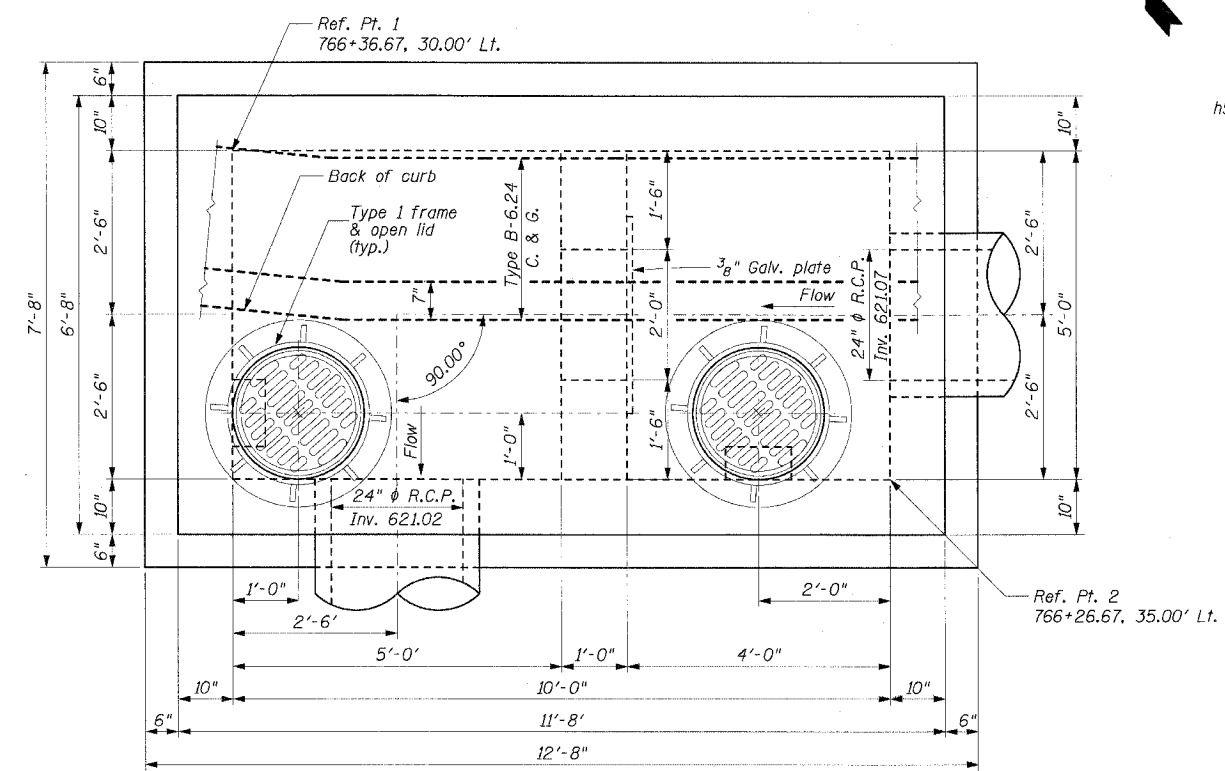
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL STRUCTURE SP-4
OUTLET 13-NORTH
 FAP RTE. 575 (U.S.30)
 SECTION (B & 14) R-3
 WILL COUNTY

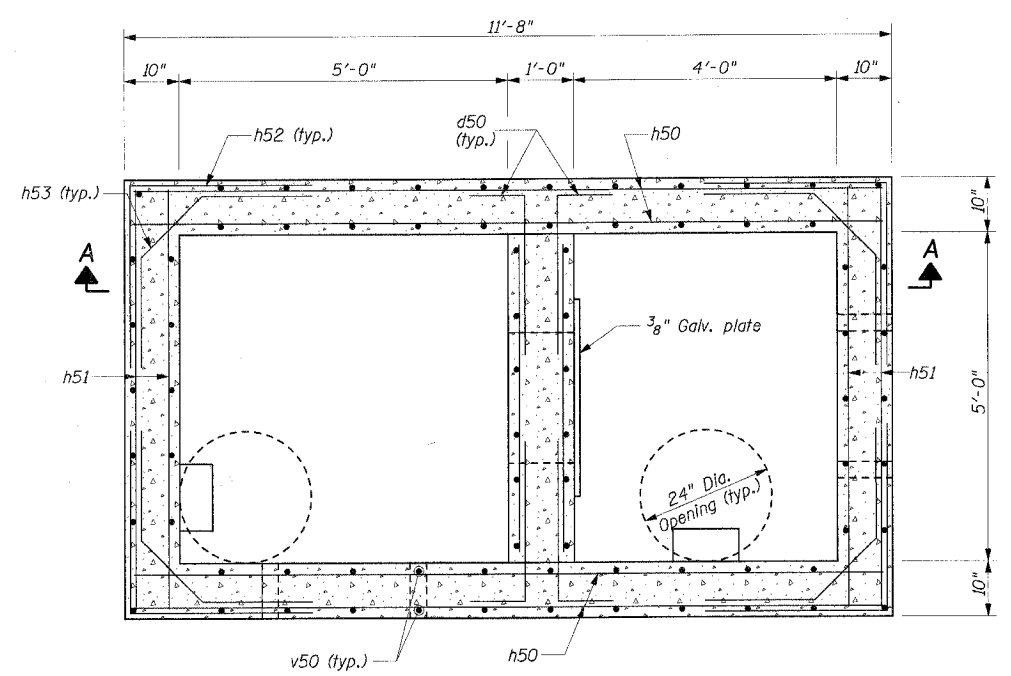
SCALE: VERT. NONE
 HORIZ.
 DATE: 3/1/05
 DRAWN BY: GRS
 CHECKED BY: ATI

CRAWFORD MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

I:\dot000602\draw\other\drainage_structures\structure-db.dgn



PLAN VIEW
SCALE: 3/4" = 1'-0"



WALL REINFORCEMENT PLAN

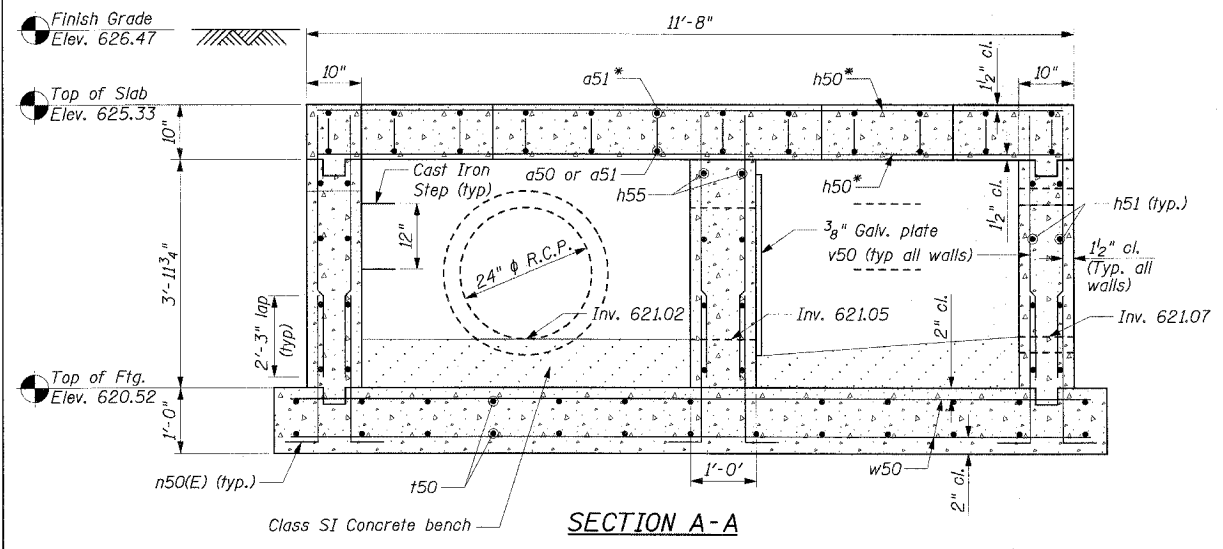
BAR AND MATERIAL LIST
(FOR INFORMATION ONLY)

Bar	No.	Size	Length	Shape
a50	14	#5	7'-6"	U
a51	22	#5	6'-4"	—
a52	32	#5	2'-4"	—
d50	16	#5	2'-10"	—
h50	34	#5	11'-4"	—
h51	8	#5	6'-4"	—
h52	16	#5	4'-6"	—
h53	16	#5	4'-2"	—
h54	64	#5	2'-8"	—
h55	4	#5	4'-8"	—
n50(E)	80	#5	3'-7"	—
t50	26	#6	7'-4"	—
v50	80	#5	4'-6"	—
w50	16	#6	12'-4"	—
Description	Unit	Quantity		
REINFORCEMENT BARS	LB.	2140		
REINFORCEMENT BARS, EPOXY COATED	LB.	300		
CLASS SI CONCRETE	CU. YD.	10.1		
TYPE I FRAME, OPEN LID	EA.	2		

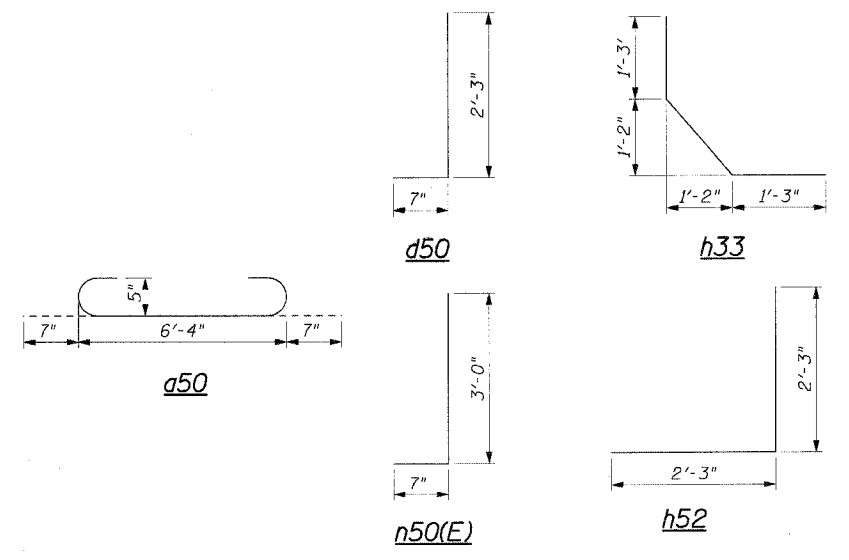
BILL OF MATERIAL

Item	Description	Unit	Quantity
	SPECIAL STRUCTURE SP-5	EA.	1

* Indicates pay item governed by a special provision



SECTION A-A



NOTES:

- All steel plates shall conform to the requirements of AASHTO M270 grade 36.
- Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A 307 except that threaded rods, nuts and washers shall conform to AASHTO M 164.
- All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.
- The Contractor shall use the capsule or adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with premeasured amounts of the chemical.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**SPECIAL STRUCTURE SP-5
OUTLET 15**
FAP RTE. 575 (U.S.30)
SECTION (B & 14) R-3
WILL COUNTY

SCALE: VERT. AS SHOWN
HORIZ. DATE: 3/1/05

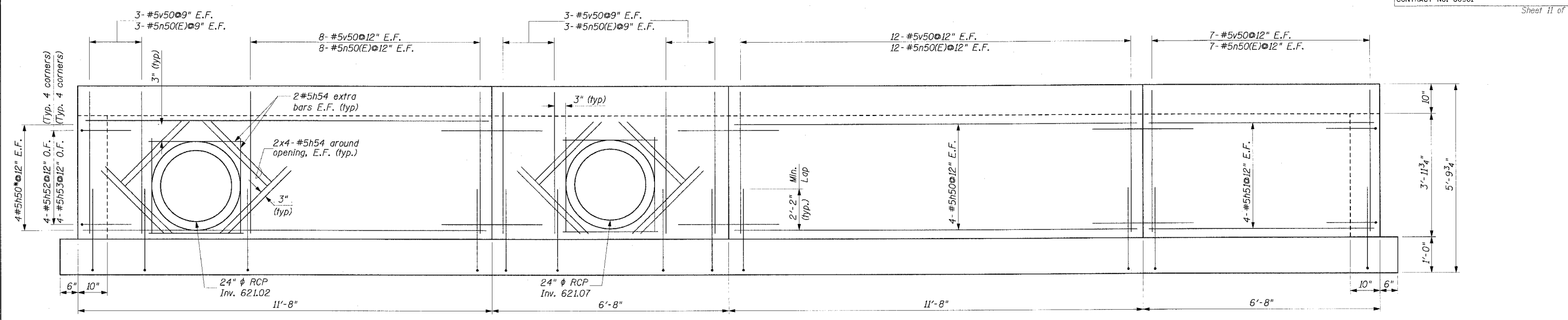
DRAWN BY: GRS
CHECKED BY: ATI



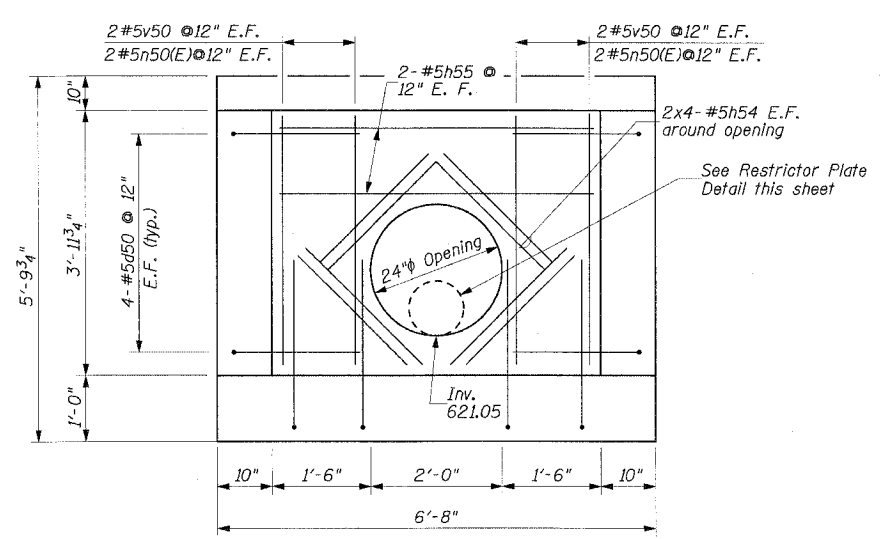
I:\data\006602\draw\other\drainage_structures\structure-5a.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I4) R-3	WILL	390	221
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				

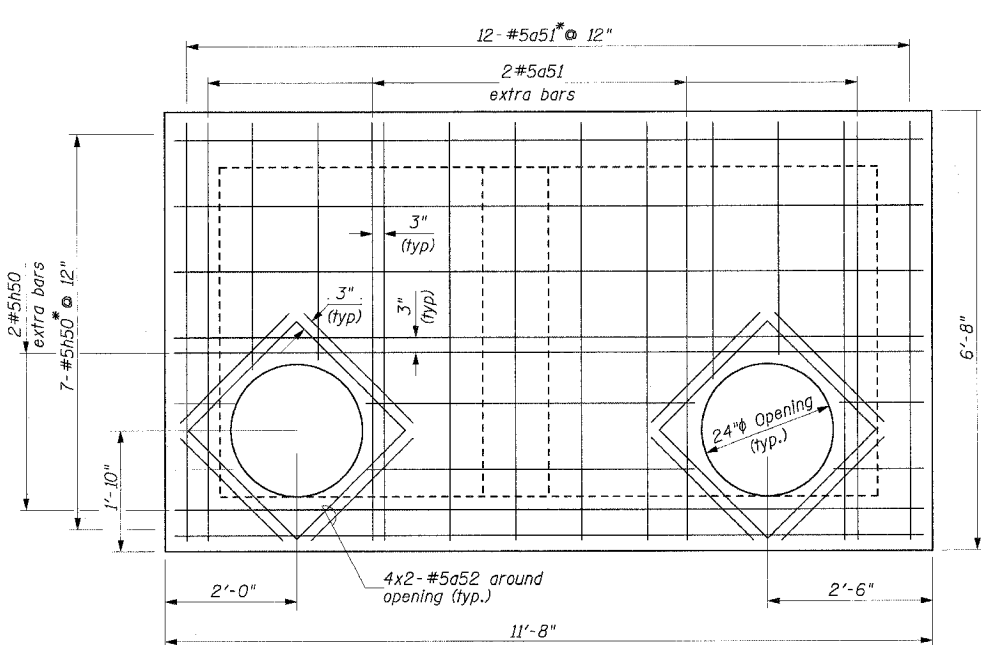
Sheet 11 of 15



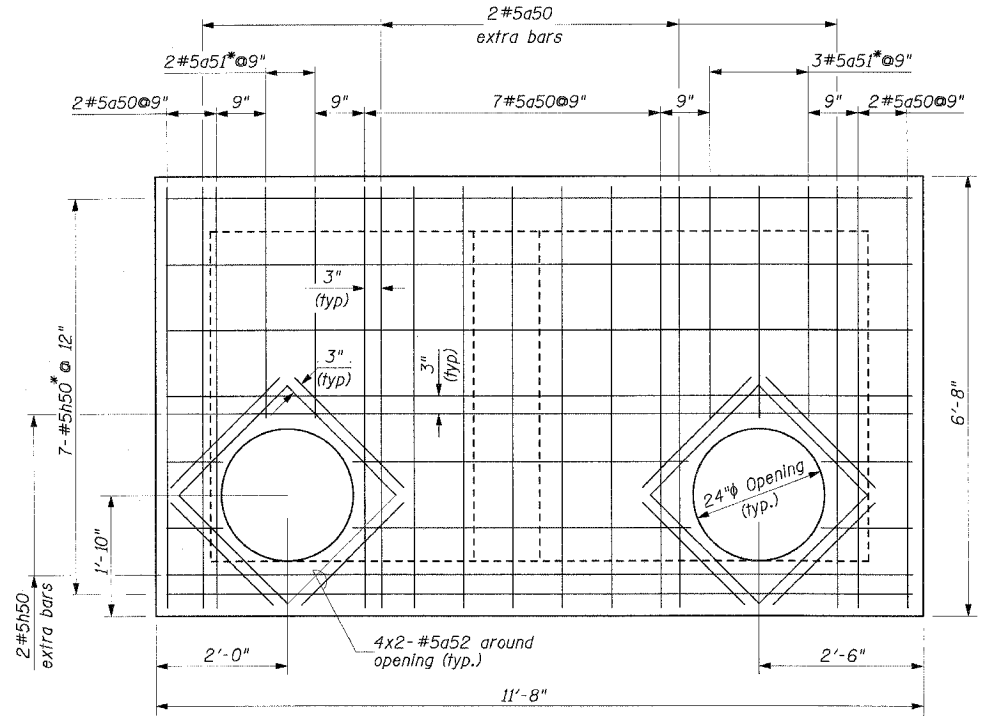
PROJECTED ELEVATION



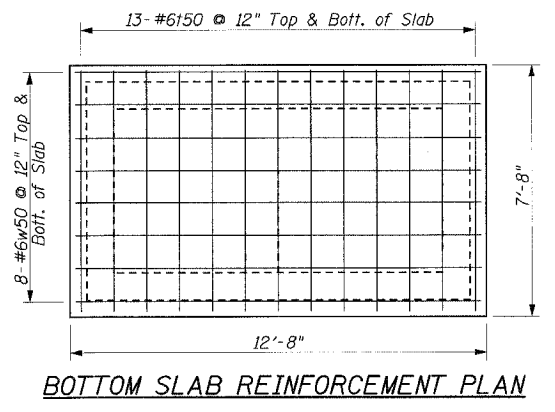
RESTRICTOR WALL ELEVATION



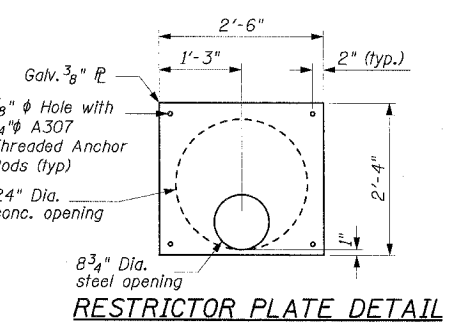
TOP SLAB TOP REINFORCEMENT PLAN



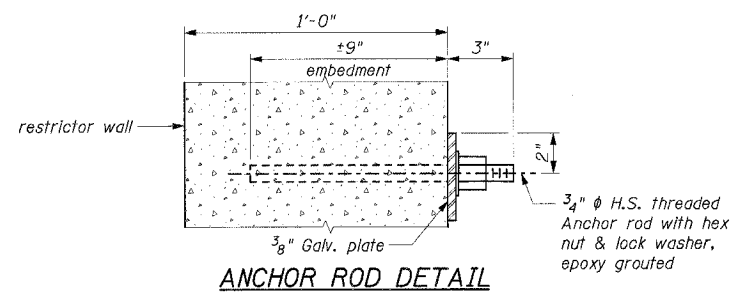
TOP SLAB BOTTOM REINFORCEMENT PLAN



BOTTOM SLAB REINFORCEMENT PLAN



RESTRICTOR PLATE DETAIL



ANCHOR ROD DETAIL

* Cut bars in field as necessary to avoid pipes and openings.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL STRUCTURE SP-5
OUTLET 15
 FAP RTE. 575 (U.S.30)
 SECTION (B & I4) R-3
 WILL COUNTY

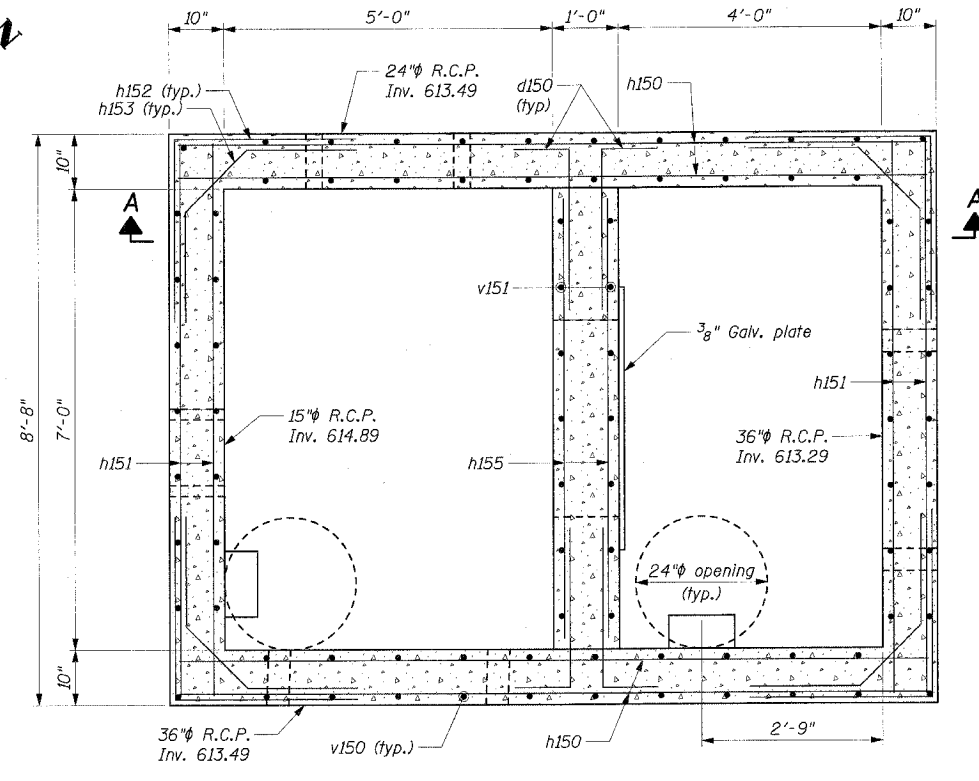
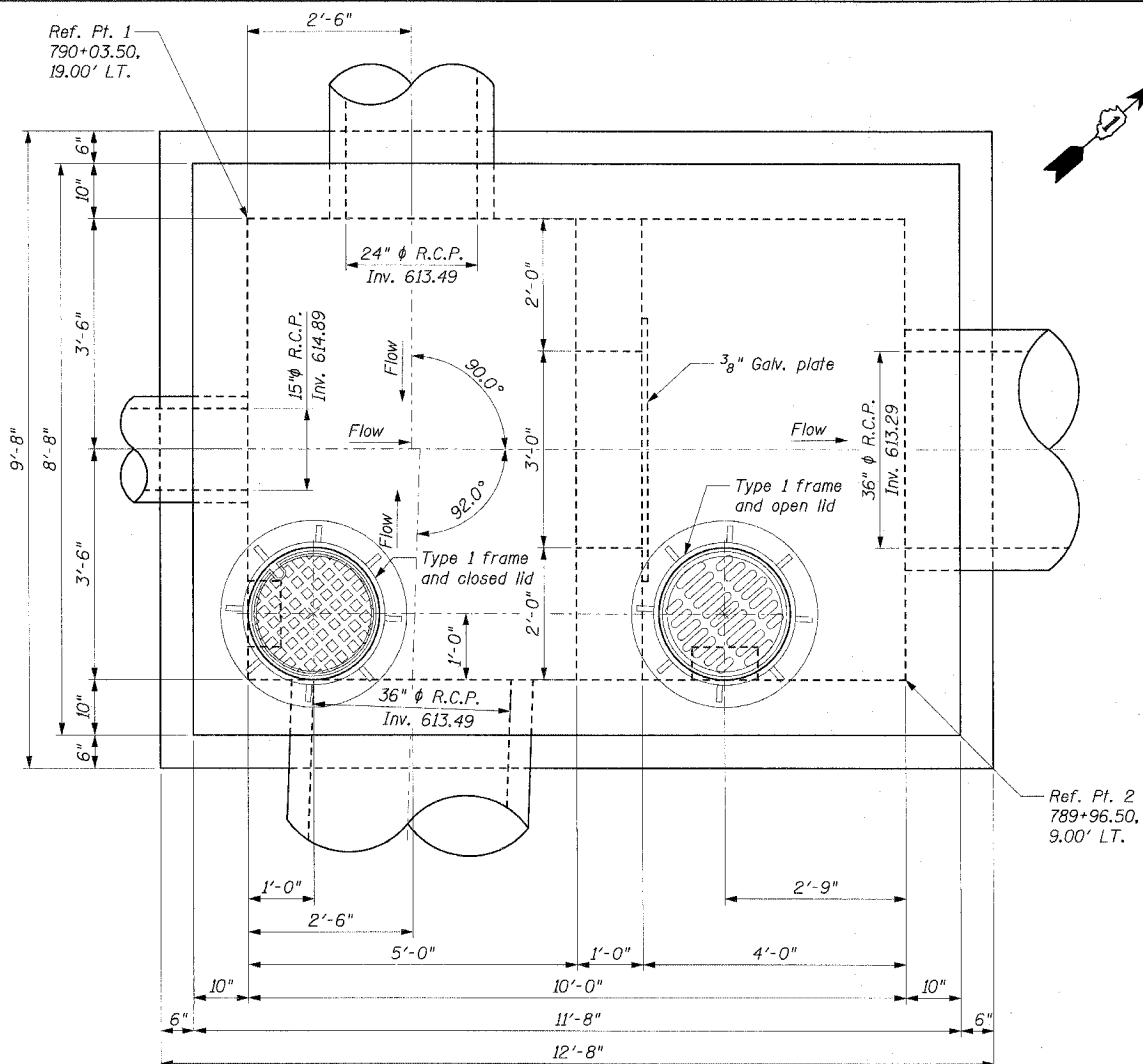
CMT
 CRAWFORD MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

SCALE: VERT. NONE
 HORIZ. DATE: 3/1/05
 DRAWN BY: GRS
 CHECKED BY: ATI

I:\hd0000662\draw\other\drainage_structures\structure-5b.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	222
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 60961				

Sheet 12 of 15



REINFORCEMENT PLAN

BAR AND MATERIAL LIST
(FOR INFORMATION ONLY)

Bar	No.	Size	Length	Shape
a150	16	#5	8'-4"	U
a151	16	#5	2'-4"	—
a152	16	#7	2'-4"	—
a153	15	#7	10'-0"	U
a154	5	#7	5'-7"	—
d150	20	#5	2'-10"	U
h150	35	#5	11'-4"	—
h151	24	#5	8'-4"	—
h152	24	#5	4'-6"	—
h153	24	#5	4'-2"	—
h154	32	#5	4'-0"	—
h155	2	#5	6'-8"	—
h156	32	#5	3'-8"	—
h157	24	#5	2'-10"	—
h158	24	#5	2'-0"	—
h159	11	#6	11'-4"	—
n150(E)	78	#5	3'-7"	U
t150	26	#6	9'-4"	—
v150	66	#5	5'-7"	—
v151	12	#5	3'-9"	—
v152	12	#5	1'-9"	—
v154	8	#5	2'-10"	—
w150	20	#6	12'-4"	—

Description	Unit	Quantity
REINFORCEMENT BARS	LB.	3310
REINFORCEMENT BARS, EPOXY COATED	LB.	290
CLASS SI CONCRETE	CU. YD.	13.1
TYPE 1 FRAME, CLOSED LID	EA.	1
TYPE 1 FRAME, OPEN LID	EA.	1

BILL OF MATERIAL

Item	Description	Unit	Quantity
	SPECIAL STRUCTURE SP-6	EA.	1

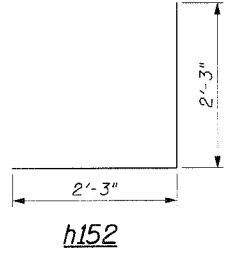
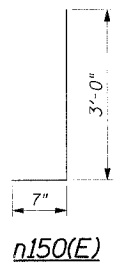
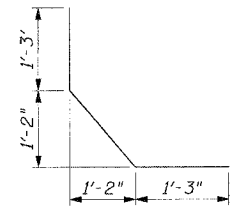
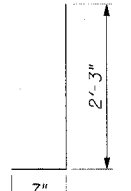
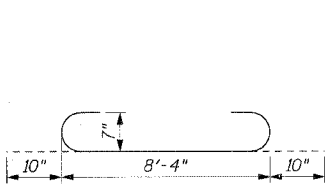
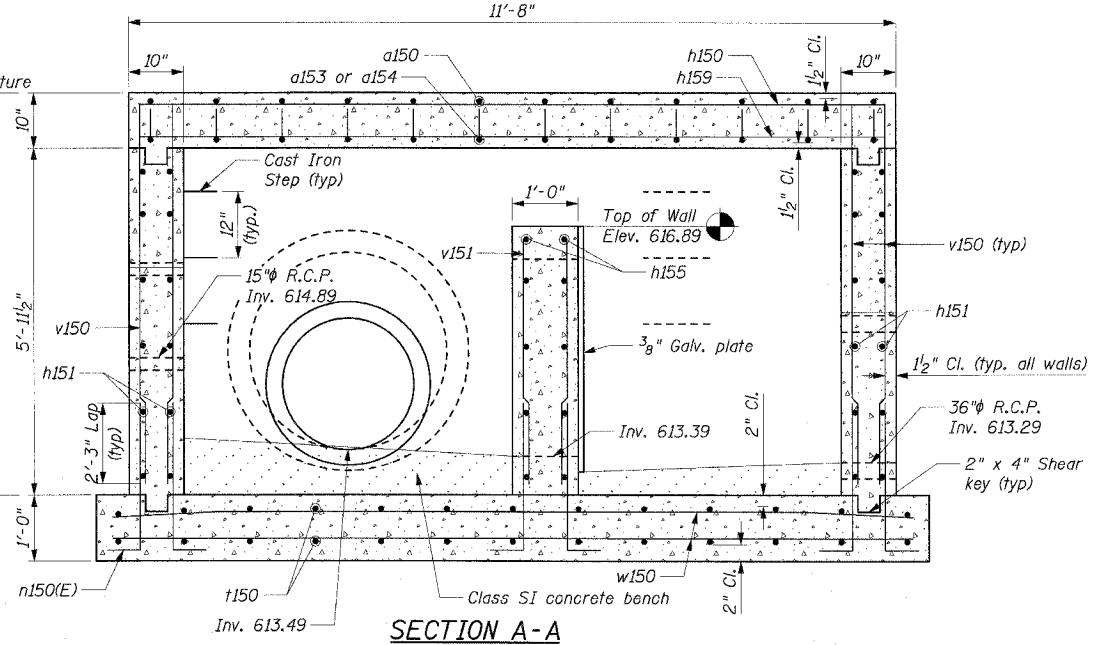
* Indicates pay item governed by a special provision

- NOTES:
- All steel plates shall conform to the requirements of AASHTO M270 grade 36.
 - Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A 307 except that threaded rods, nuts and washers shall conform to AASHTO M 164.
 - All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.
 - The Contractor shall use the capsule or adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with premeasured amounts of the chemical.

Finish Grade
Elev. 620.82

Top of Structure
Elev. 619.57

Top of Ftg.
Elev. 612.79



CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

REVISIONS	
NAME	DATE

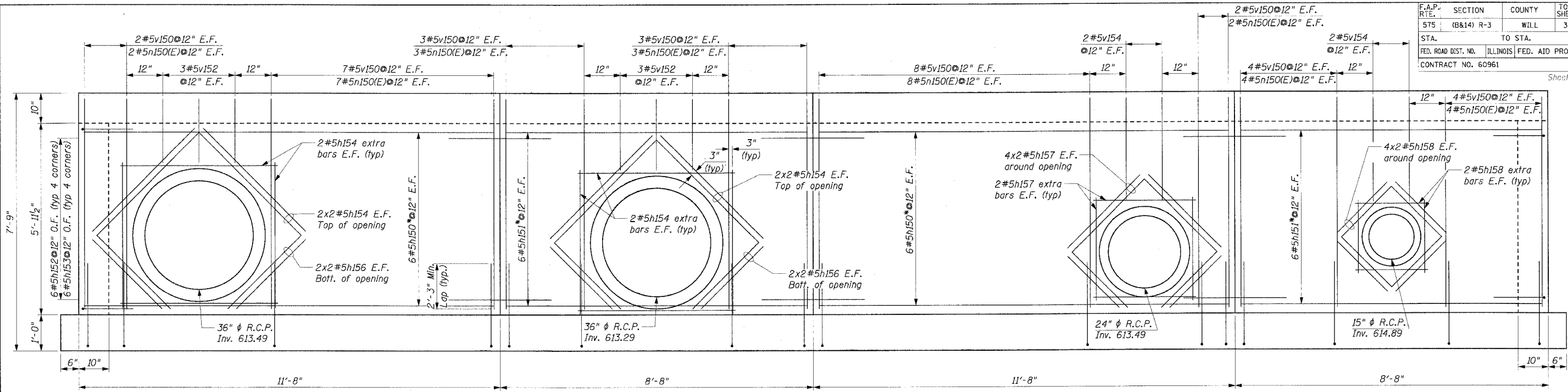
ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL STRUCTURE SP-6
OUTLET 17
FAP RTE. 575 (U.S.30)
SECTION (B & 14) R-3
WILL COUNTY

SCALE: VERT. AS SHOWN
HORIZ. DATE: 3/1/05
DRAWN BY: GRS
CHECKED BY: ATI

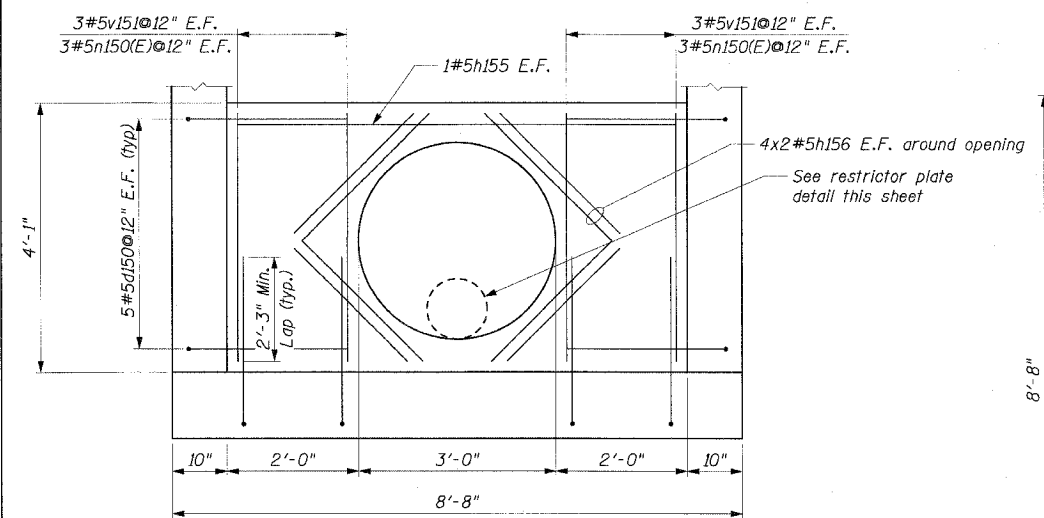
I:\d0006602\draw\other\drainage_structures\structure-6a.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I) R-3	WILL	390	223
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				

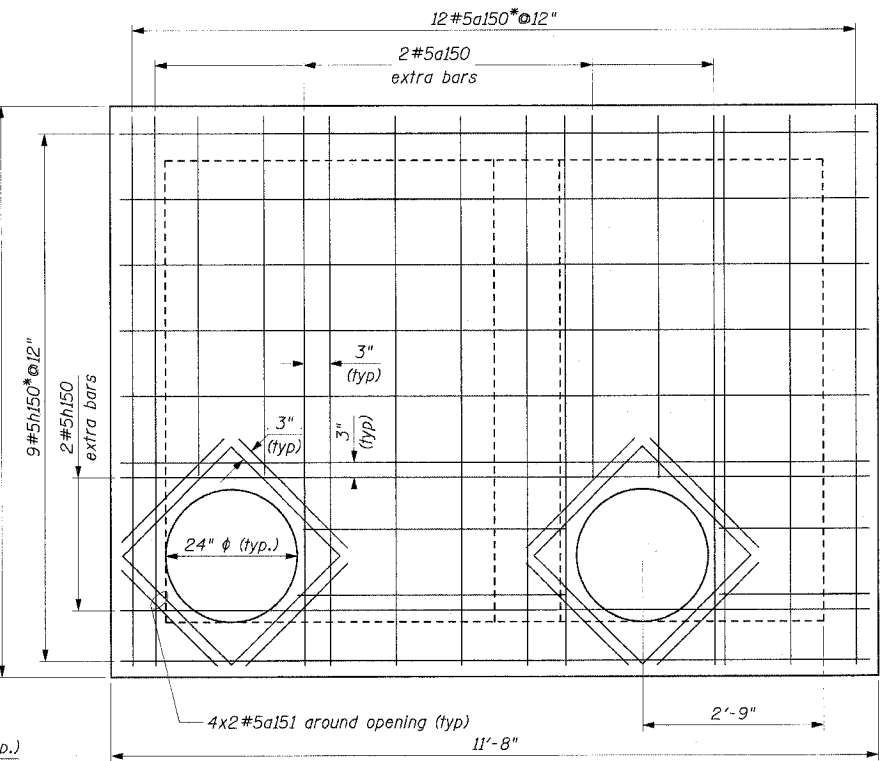
Sheet 13 of 15



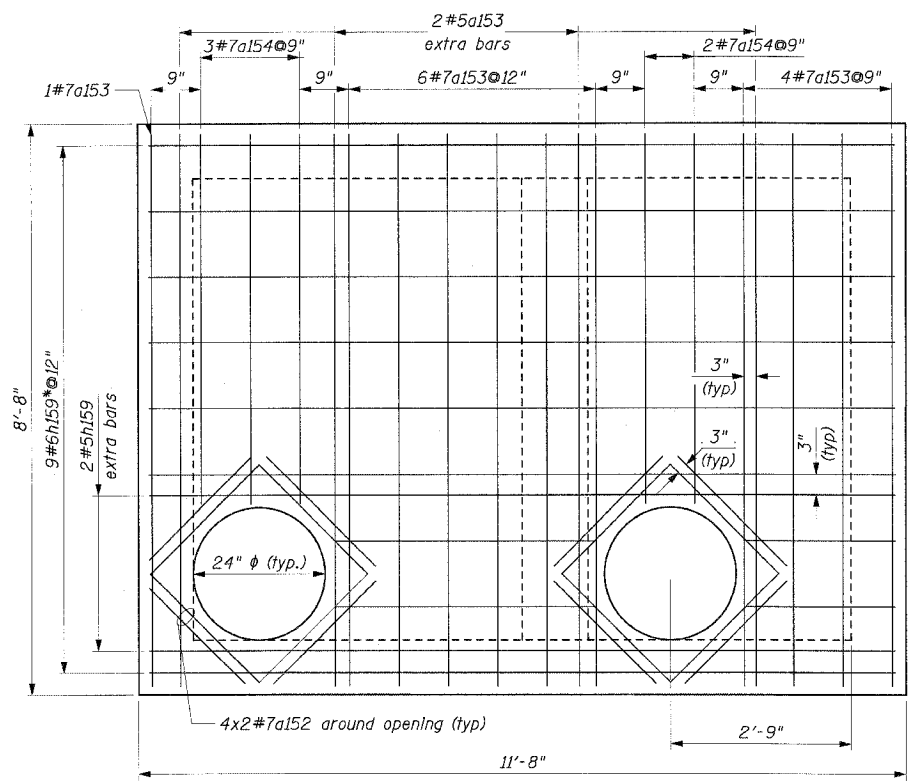
PROJECTED ELEVATION



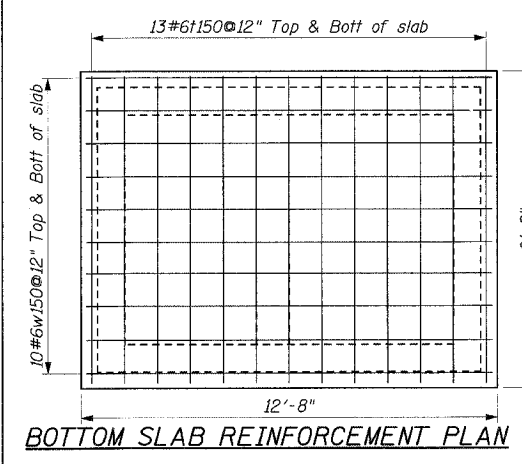
RESTRICTOR WALL ELEVATION



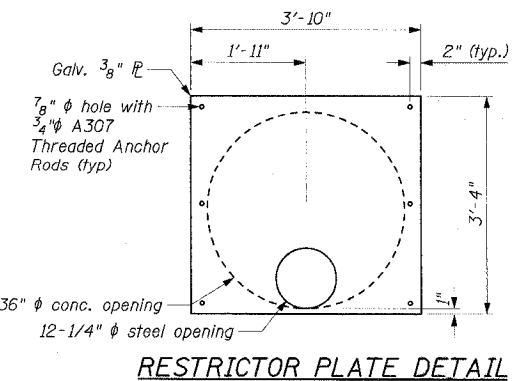
TOP SLAB TOP REINFORCEMENT PLAN



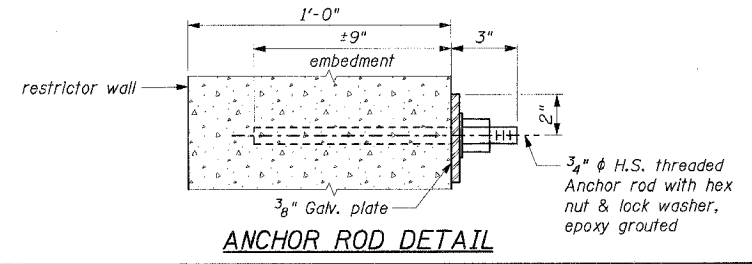
TOP SLAB BOTTOM REINFORCEMENT PLAN



BOTTOM SLAB REINFORCEMENT PLAN



RESTRICTOR PLATE DETAIL



ANCHOR ROD DETAIL

* Cut bars in field to fit & avoid openings

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL STRUCTURE SP-6
OUTLET 17
 FAP RTE. 575 (U.S.30)
 SECTION (B & I) R-3
 WILL COUNTY

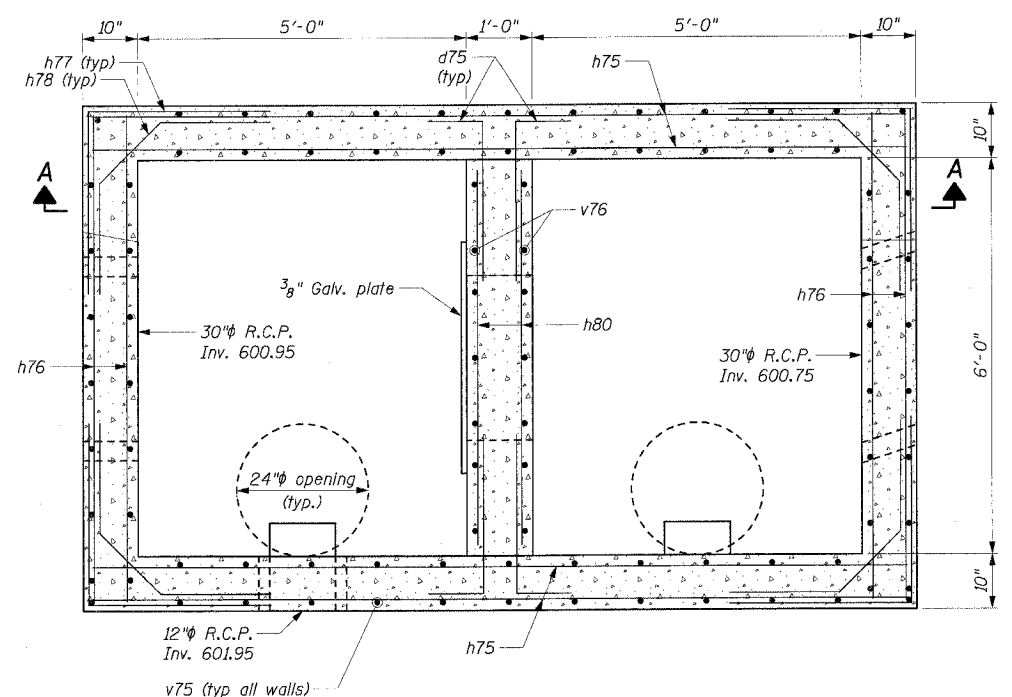
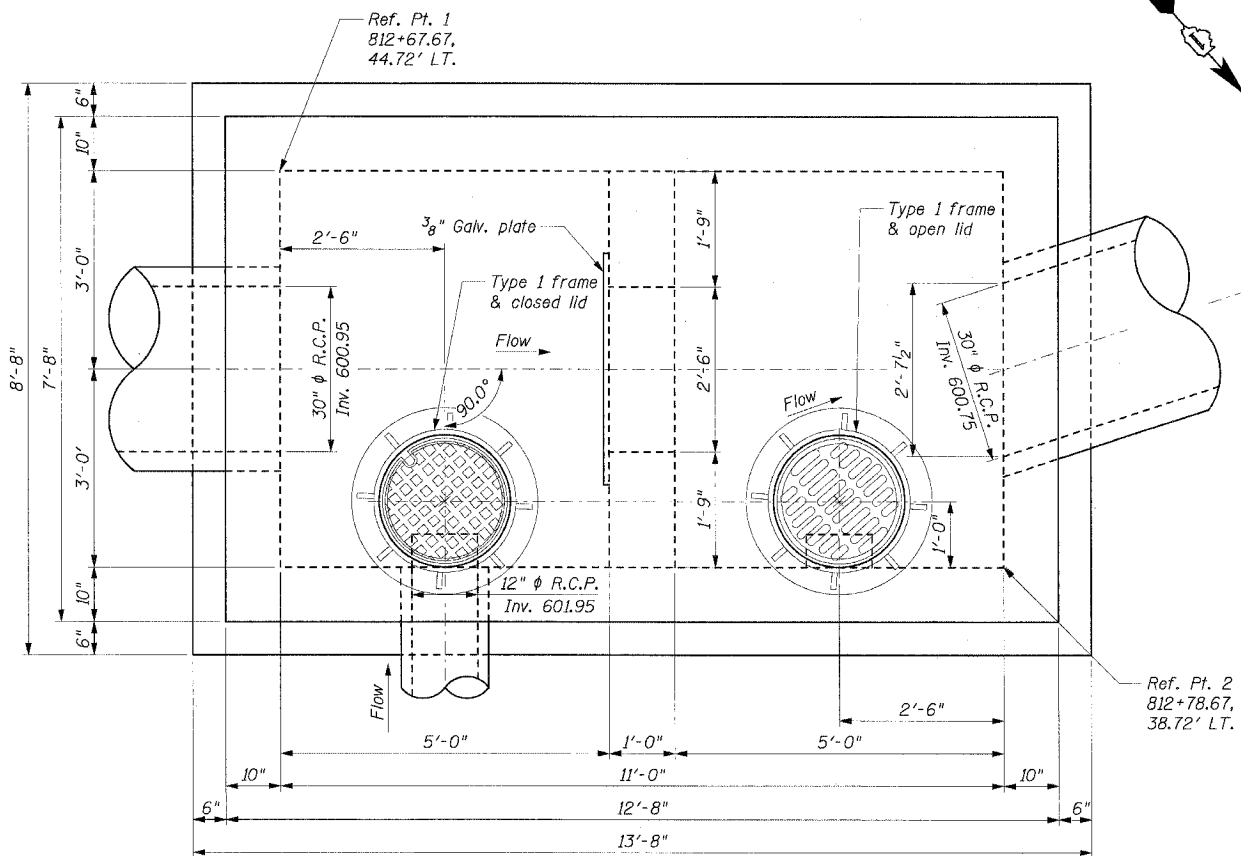
SCALE: VERT. NONE
 HORIZ. DATE: 3/1/05
 DRAWN BY: GRS
 CHECKED BY: ATI

CMT
 CRAWFORD MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 SPRINGFIELD, ILL. ■ AURORA, ILL. ■ ST. LOUIS, MO

I:\d0000662\draw\other\drainage_structures\structure-eb.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	224
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				

Sheet 14 of 15



BAR AND MATERIAL LIST
(FOR INFORMATION ONLY)

Bar	No.	Size	Length	Shape
a75	16	#6	8'-8"	U
a76	5	#6	4'-4"	U
a77	17	#5	7'-4"	U
a78	16	#6	2'-4"	U
d75	20	#5	2'-10"	L
h75	24	#5	12'-4"	U
h76	24	#5	7'-4"	U
h77	24	#5	4'-6"	U
h78	24	#5	4'-2"	U
h79	32	#5	1'-8"	U
h80	4	#5	5'-8"	U
h81	16	#5	2'-10"	U
h82	48	#5	3'-7"	U
h83	20	#5	12'-4"	U
h84	16	#5	2'-4"	U
n75(E)	90	#5	3'-7"	U
l75	28	#6	8'-4"	U
v75	74	#5	6'-2"	U
v76	12	#5	4'-5"	U
v77	4	#5	2'-4"	U
v78	12	#5	1'-9"	U
w75	18	#6	13'-4"	U

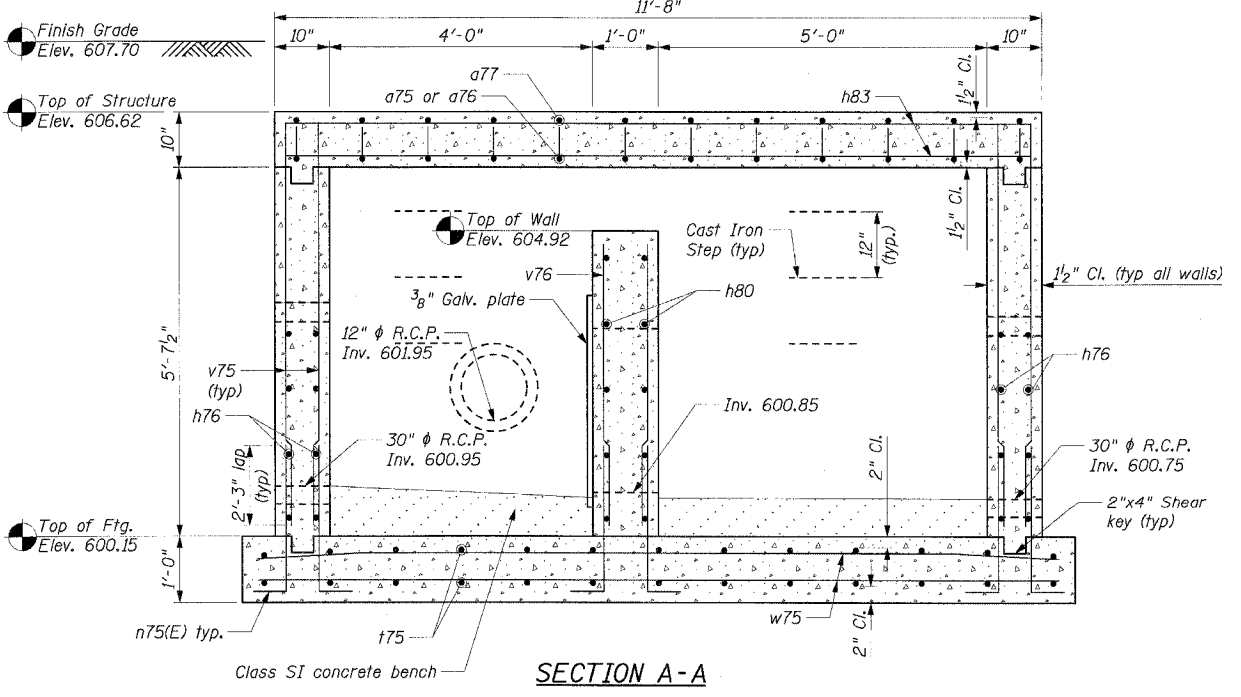
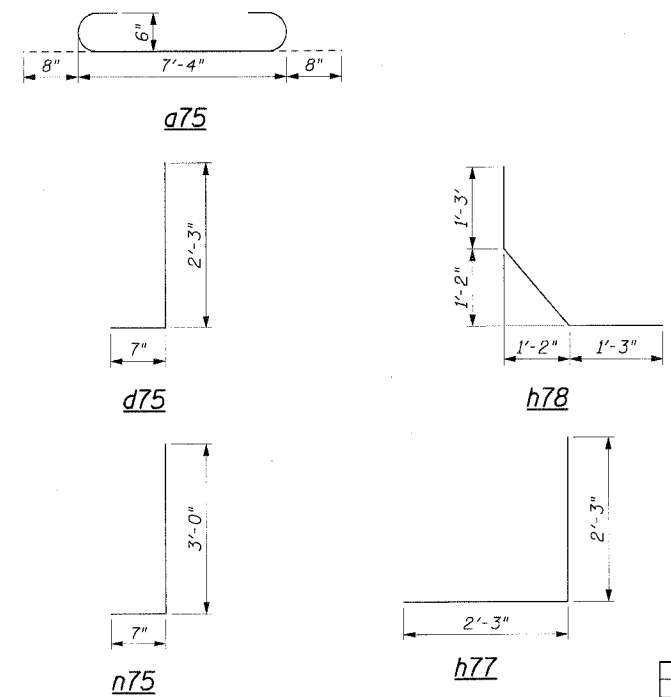
Description	Unit	Quantity
REINFORCEMENT BARS	LB.	3070
REINFORCEMENT BARS, EPOXY COATED	LB.	340
CLASS SI CONCRETE	CU. YD.	13.9
TYPE I FRAME, CLOSED LID	EA.	1
TYPE I FRAME, OPEN LID	EA.	1

BILL OF MATERIAL

Item	Description	Unit	Quantity
	SPECIAL STRUCTURE SP-7	EA.	1

* Indicates pay item governed by a special provision

- NOTES:**
- All steel plates shall conform to the requirements of AASHTO M270 grade 36.
 - Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A 307 except that threaded rods, nuts and washers shall conform to AASHTO M 164.
 - All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.
 - The Contractor shall use the capsule or adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with premeasured amounts of the chemical.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**SPECIAL STRUCTURE SP-7
OUTLET 19**
FAP RTE. 575 (U.S.30)
SECTION (B & 14) R-3
WILL COUNTY

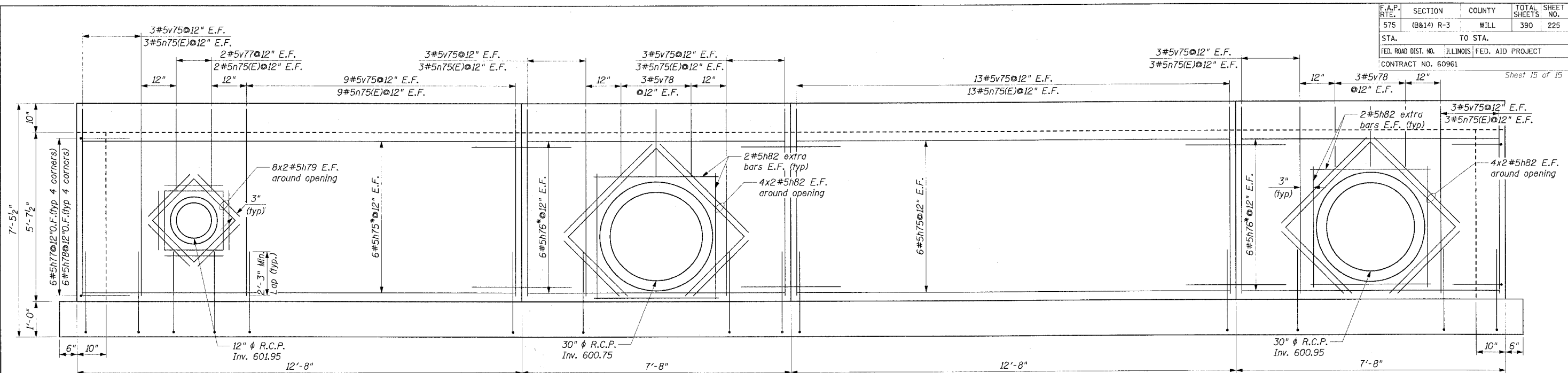
SCALE: VERT. AS SHOWN
HORIZ. 1/4" = 1'-0"
DATE: 3/1/05

DRAWN BY: GRS
CHECKED BY: ATI

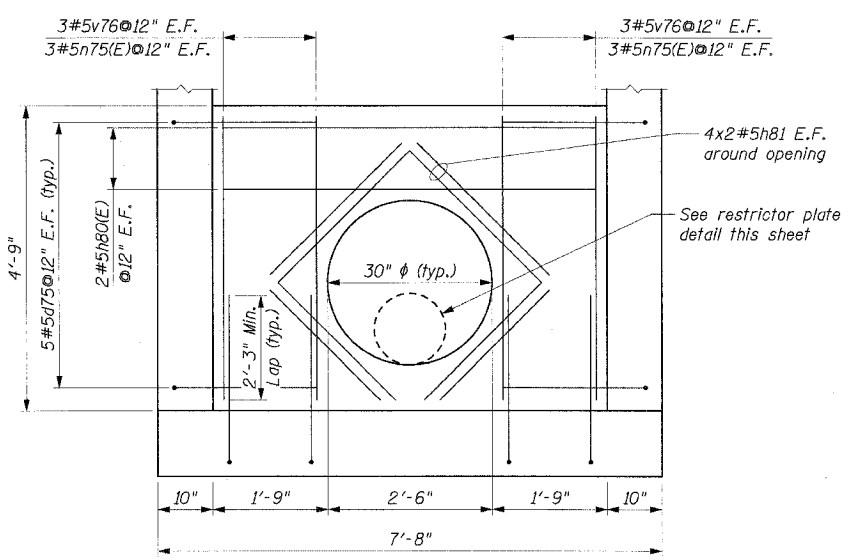


I:\d0006602\draw\other\drainage_structures\structure-7a.dgn

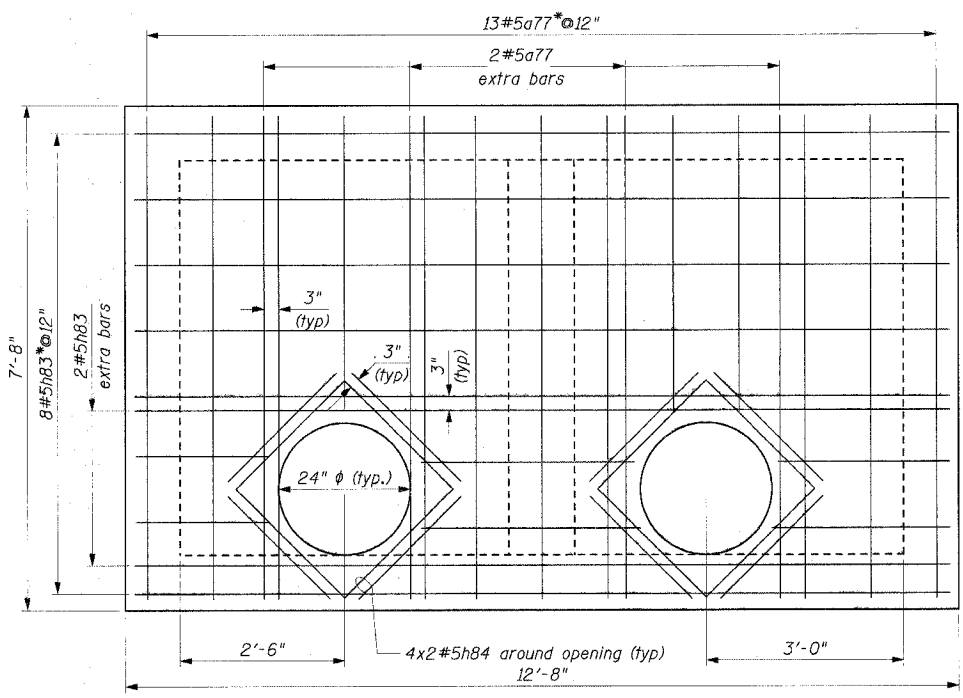
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	225
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961			Sheet 15 of 15	



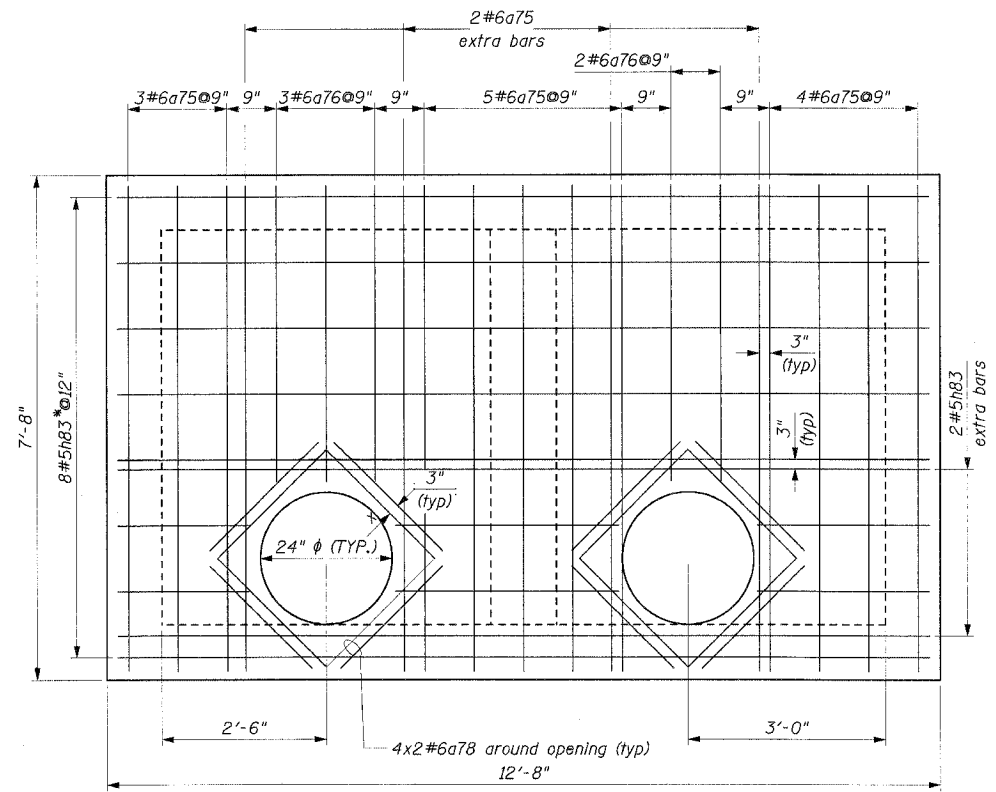
PROJECTED ELEVATION



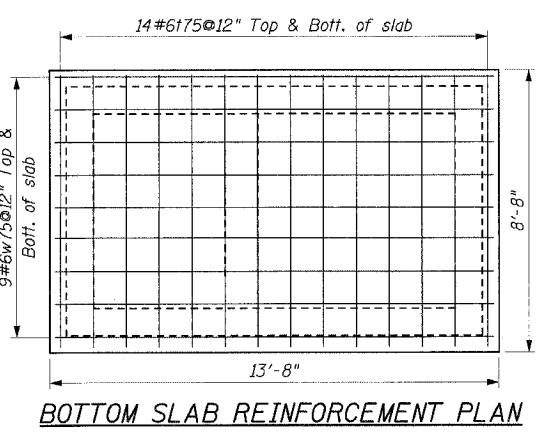
RESTRICTOR WALL ELEVATION



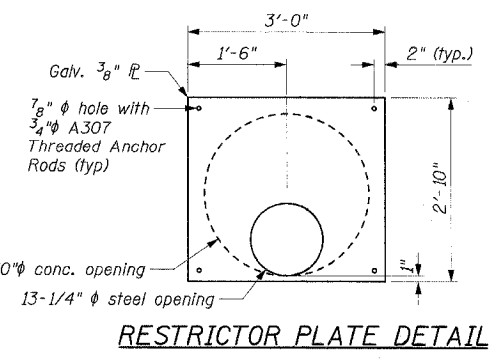
TOP SLAB TOP REINFORCEMENT PLAN



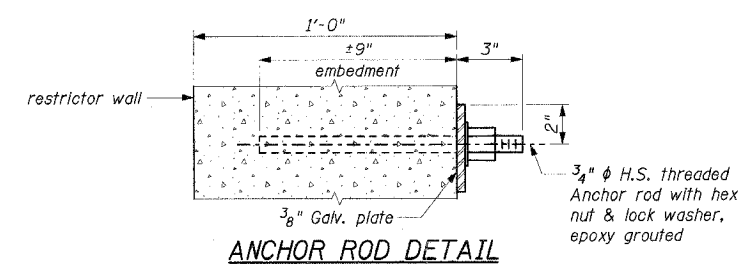
TOP SLAB BOTTOM REINFORCEMENT PLAN



BOTTOM SLAB REINFORCEMENT PLAN



RESTRICTOR PLATE DETAIL



ANCHOR ROD DETAIL

* Cut bars in field to fit & avoid openings

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL STRUCTURE SP-7
OUTLET 19
 FAP RTE. 575 (U.S.30)
 SECTION (B & 14) R-3
 WILL COUNTY

SCALE: VERT. NONE
 HORIZ.
 DATE: 3/1/05

DRAWN BY: GRS
 CHECKED BY: ATI

CMT
 CRAWFORD MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

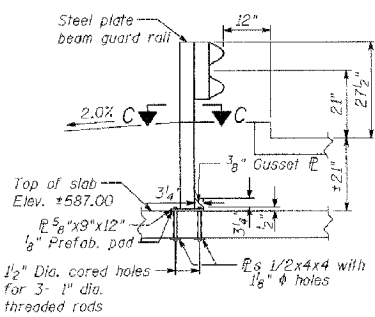
I:\cmt\00060602\draw\other\drainage_structures\structure-7b.dgn

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	226
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 60961				

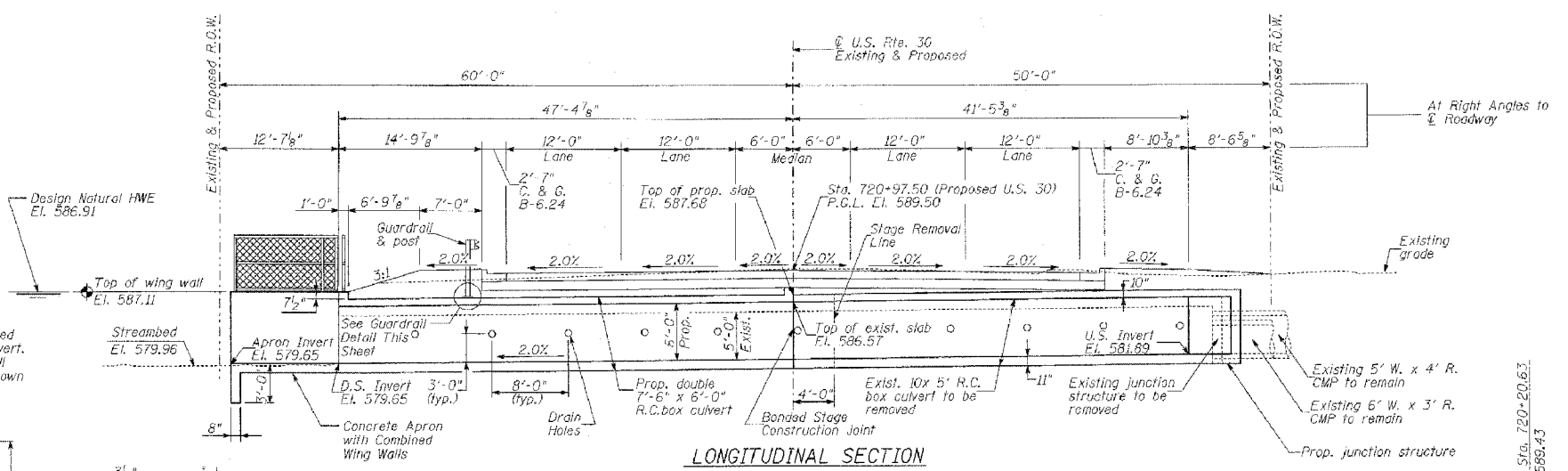
BENCH MARK:
 T.B.M. #4P R.R. spike northerly side power pole Sta. 716+24.37, 79.23' Lt. Elev. 588.71
 C.P. #15 P.K. spike Sta. 725+05.18, 33.32' Rt. Elev. 593.42

EXISTING STRUCTURE
 The existing box culvert was built in 1973 under Section (68.02) W8.RS-1 Project 4-239(16). Structure is a 10'x5' R.C. box culvert with a total length of 112'-11". Two C.M.P.'s 5' W x 4' R. & 6' W x 3' R. terminate at upstream end where a concrete collar was constructed to accommodate both pipes.
 No salvage of existing structure

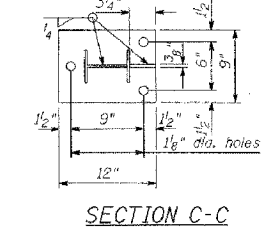
PROPOSED IMPROVEMENTS
 Existing structure to be removed (including concrete collar at upstream end) and replaced w/7' 6" x 4' R. & 6' W x 3' R. The road shall be kept open to traffic at all times by utilizing staged construction, as shown on Sheet 4 of 8.



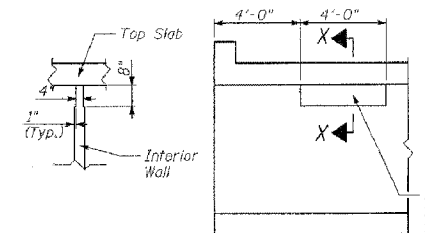
GUARDRAIL DETAIL



LONGITUDINAL SECTION

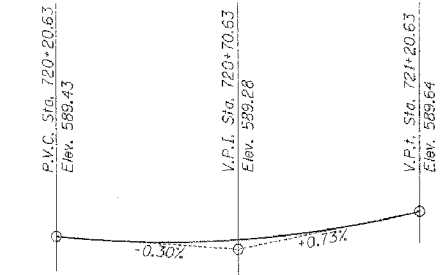


SECTION C-C

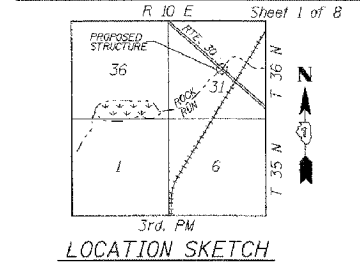


SECTION X-X

LONGITUDINAL SECTION



PROFILE GRADE
(Along E. Roadway)



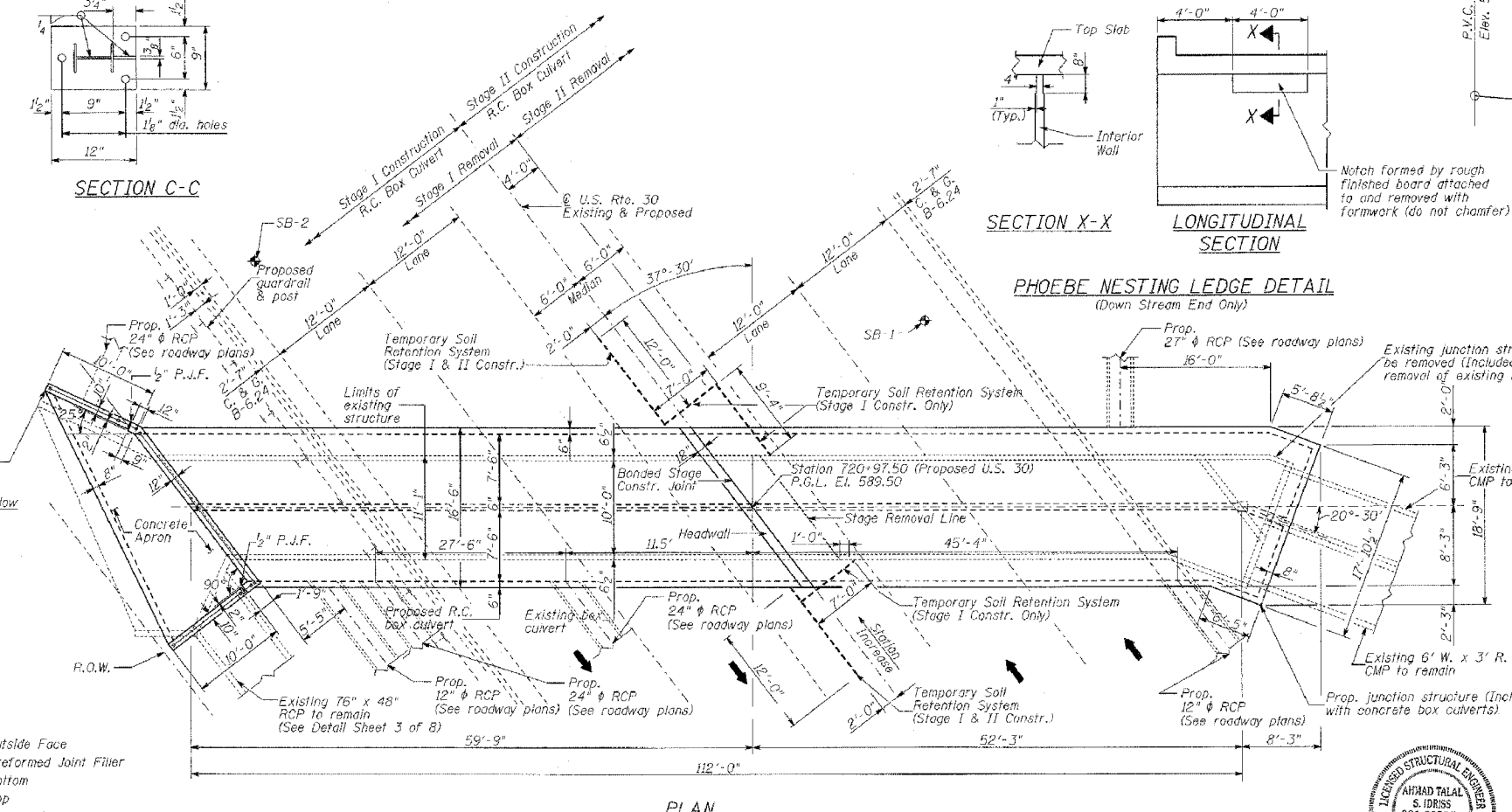
LOCATION SKETCH

STATION 720+97.50
 BUILT BY
 STATE OF ILLINOIS
 F.A. RT. 575 SEC. (B&14) R-3
 F.A. PROJ.
 LOADING HS20
 STR. NO. 099-C002
NAME PLATE
 See Std. 515001

DESIGN SPECIFICATIONS
 1996 AASHTO "Standard Specifications for Highway Bridges" with 1997 thru 2001 Interims.

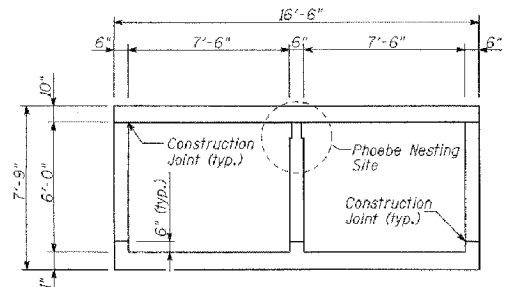
DESIGN STRESSES
 FIELD UNITS
 f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)

LOADING HS20-44
 Allow 50# / Sq. Ft. for future wearing surface.



PLAN

PHOEBE NESTING LEDGE DETAIL
(Down Stream End Only)



SECTION THRU BARREL

TOTAL BILL OF MATERIAL

Description	Unit	Quantity
REINFORCEMENT BARS	POUND	38,310
REINFORCEMENT BARS, EPOXY COATED	POUND	120
REMOVAL OF EXISTING STRUCTURES	EACH	1
ROCK EXCAVATION FOR STRUCTURES	CU. YD.	5
CONCRETE BOX CULVERTS	CU. YD.	181.2
NAME PLATES	EACH	1
EXPANSION BOLTS 3/4 INCH X 9 INCH	EACH	34
TEMPORARY SOIL RETENTION SYSTEM	SQ. FT.	570
BAR SPLICERS	EACH	78

BORING DATA

BORING NO.	STATION	OFFSET
SB-1	721+02.00	27.00' Rt.
SB-2	721+50.00	27.00' Lt.

ABBREVIATIONS:
 P.G.L. - Profile Grade Line
 E.F. - Each Face
 F.F. - Front Face
 B.F. - Back Face
 I.F. - Inside Face
 O.F. - Outside Face
 P.J.F. - Preformed Joint Filler
 B. - Balton
 T. - Top
 Prop. - Proposed

WATERWAY INFORMATION TABLE

Flood	Freq. (year)	Q (ft ³ /s)	Opening (ft ²)		Natural MWE	Head (ft)		Head Water Elev. (ft)	
			Exist	Prop		Exist	Prop	Exist	Prop
Design	50	315	50	90	586.91	1.76	0.00	588.67	586.91
Base	100	472	50	90	587.30	1.52	0.00	588.82	587.30
Overtopping	10	126	50	90	586.25	2.08	0.00	588.33	586.25
Max. Calc.	500	-	-	-	-	-	-	-	-

*Tail water at U.S. 30 culvert. The Village of Crest Hill F.I.S. was the basis of analysis and is 0.11 ft. higher in datum.

GENERAL NOTES:

- The Contractor is to field verify all existing construction related conditions prior to starting demolition.
- Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of work. However, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
- Reinforcement bars shall conform to the requirements of AASHTO M31, M42 or M53 Grade 60.
- Expansion bolts shall be 3/4" dia, hooked bolts. Hooked expansion bolts shall extend a minimum of 9" into new concrete.
- See Standard Specifications for backfilling & embankment.
- Precast alternative is not allowed.



Ahmad T. Idries
 Ahmad T. Idries, P.E., S.E.
 Illinois Licensed Structural Engineer
 License Number: 081-005753
 Expiration date: November 30, 2006



REVISIONS	
NAME	DATE

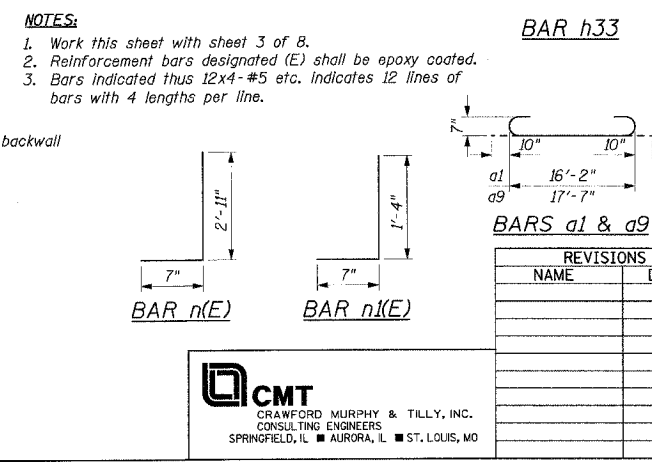
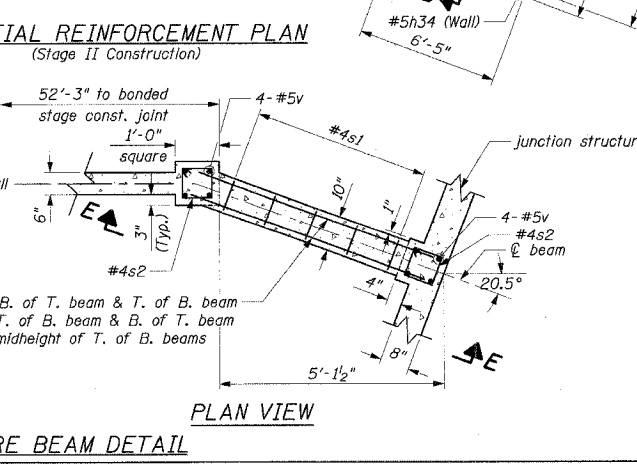
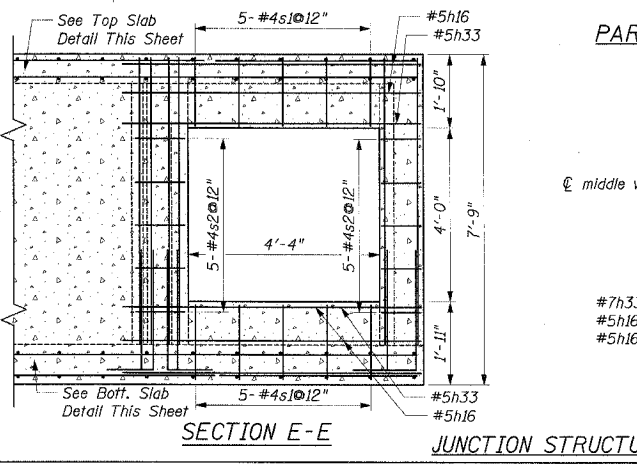
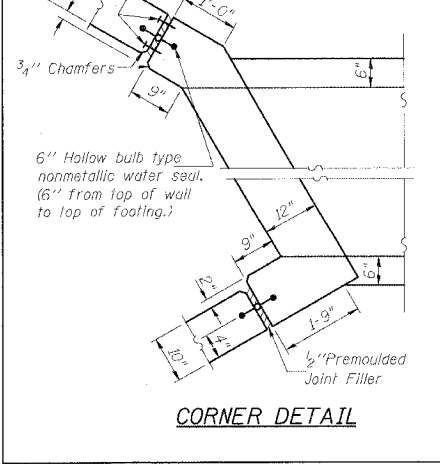
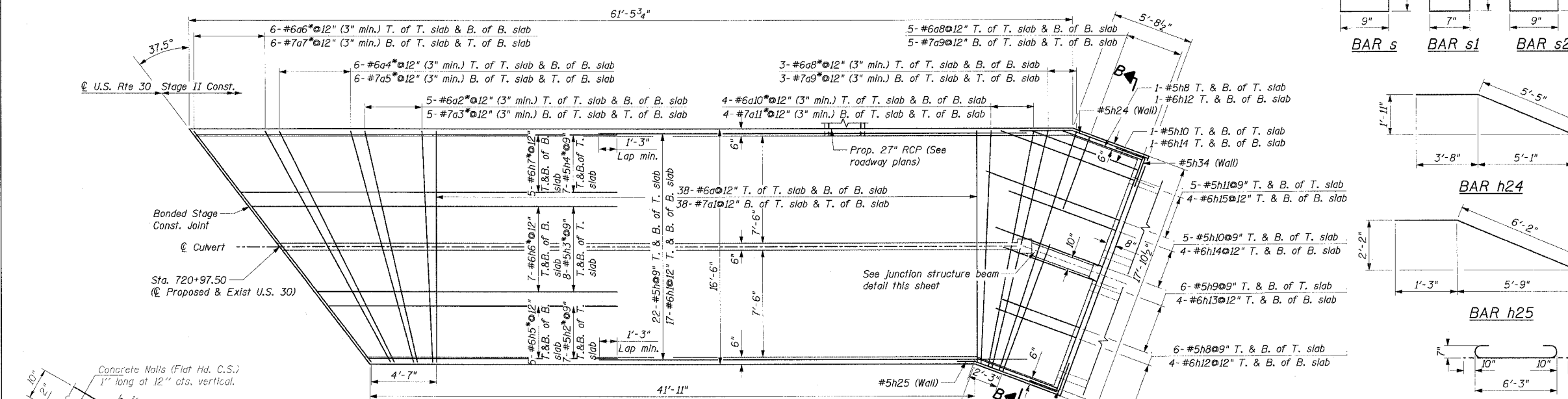
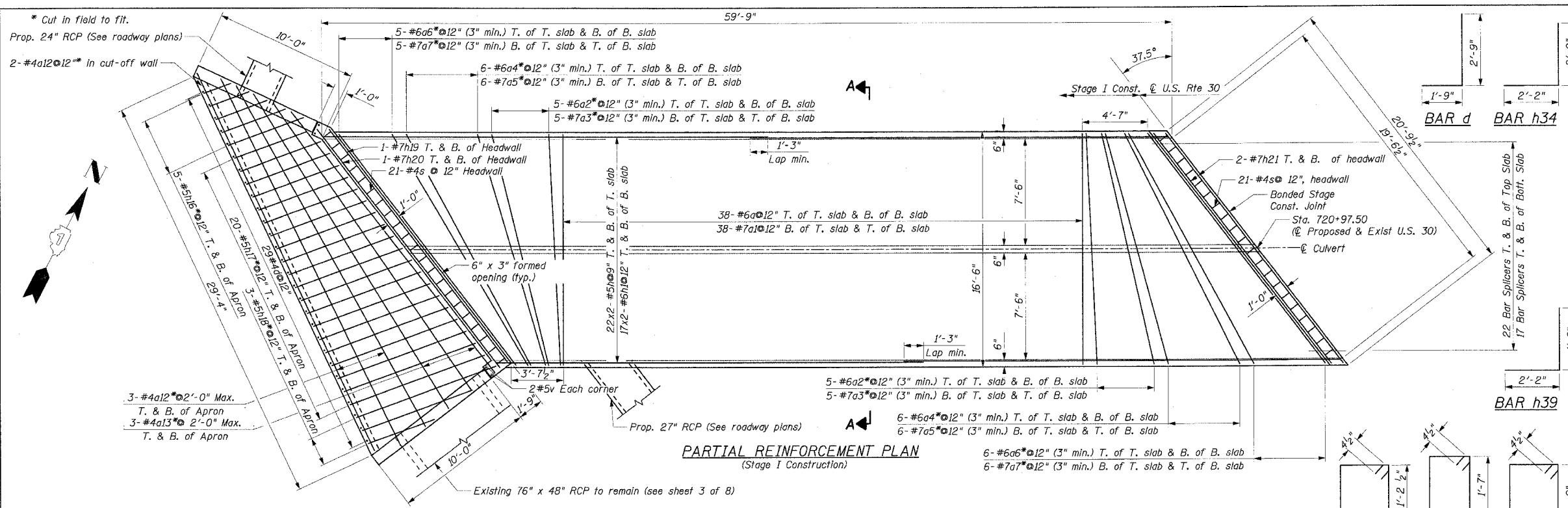
ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN
 FAP RTE. 575 (U.S.30)
 U.S. ROUTE 30 OVER ROCK RUN CREEK
 SECTION (B & 14) R-3 STA. 720+97.50
 WILL COUNTY
 S.N. 099-C002
 SCALE: VERT. NONE
 HORIZ. 1" = 40'
 DATE: 3/1/05
 DRAWN BY: GRS
 CHECKED BY: ATI

Bar	No.	Size	Length	Shape
a	152	#6	16'-2"	
a1	152	#7	17'-10"	
a2	30	#6	16'-6"	
a3	30	#7	16'-6"	
a4	36	#6	18'-0"	
a5	36	#7	18'-0"	
a6	34	#6	20'-4"	
a7	34	#7	20'-4"	
a8	16	#6	17'-7"	
a9	16	#7	19'-3"	
a10	8	#6	16'-10"	
a11	8	#7	16'-10"	
a12	8	#4	29'-2"	
a13	6	#4	25'-11"	
d	29	#4	4'-6"	
h	202	#5	30'-0"	
h1	102	#6	30'-0"	
h2	14	#5	20'-10"	
h3	16	#5	25'-6"	
h4	14	#5	29'-6"	
h5	10	#6	20'-10"	
h6	14	#6	25'-6"	
h7	10	#6	29'-6"	
h8	14	#5	5'-5"	
h9	12	#5	6'-10"	
h10	12	#5	8'-2"	
h11	10	#5	9'-11"	
h12	10	#6	5'-5"	
h13	8	#6	6'-10"	
h14	10	#6	8'-2"	
h15	8	#6	9'-11"	
h16	18	#5	5'-7"	
h17	40	#5	10'-0"	
h18	8	#5	10'-5"	
h19	2	#7	20'-7"	
h20	2	#7	21'-1"	
h21	4	#7	20'-4"	
h22	7	#5	12'-10"	
h23	7	#5	23'-2"	
h24	7	#5	9'-1"	
h25	7	#5	7'-5"	
h26	14	#4	8'-11"	
h27	8	#4	3'-2"	
h28	16	#5	2'-10"	
h29	8	#4	9'-8"	
h30	20	#4	3'-11"	
h31	8	#4	1'-10"	
h32	6	#5	17'-6"	
h33	4	#7	7'-11"	
h34	10	#5	4'-4"	
h35	12	#5	3'-6"	
h36	6	#5	2'-9"	
h37	8	#5	4'-9"	
h38	16	#5	2'-4"	
h39	4	#5	3'-8"	
n(E)	30	#5	3'-6"	
n(E)	4	#5	1'-11"	
s	42	#4	4'-8"	
s1	10	#4	5'-1"	
s2	12	#4	3'-9"	
v	508	#5	7'-5"	
v1	14	#5	2'-0"	
v2	8	#5	2'-4"	
v3	14	#5	3'-4"	
v4	48	#5	7'-3"	

Description	Unit	Quantity
REINFORCEMENT BARS	POUND	38,310
REINFORCEMENT BARS, EPOXY COATED	POUND	120
CONCRETE BOX CULVERTS	CU. YD.	161.2
EXPANSION BOLTS 3/4 INCH X 9 INCH	EACH	34
BAR SPLICERS	EACH	78

ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT REINFORCEMENT DETAILS I
 FAP RTE. 575 (U.S.30)
 U.S. ROUTE 30 OVER ROCK RUN CREEK
 SECTION (B & 14) R-3 STA. 720+97.50
 WILL COUNTY
 S.N. 099-C002

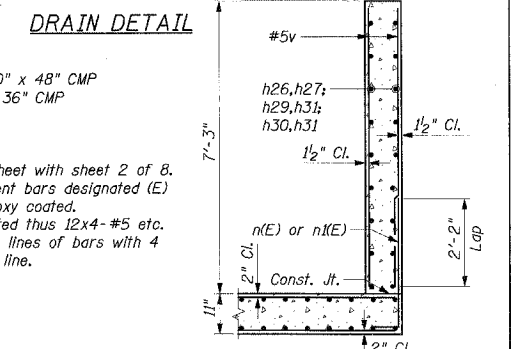
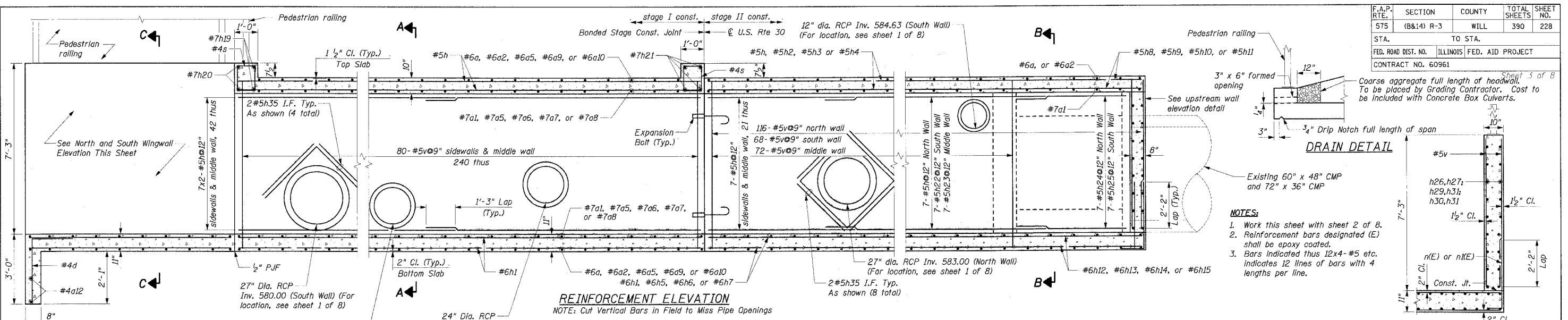
SCALE: VERT. NONE
 HORIZ. DATE: 3/1/05
 DRAWN BY: GRS
 CHECKED BY: ATI



I:\data\000662\raw\other\culvert\sheet2.dgn

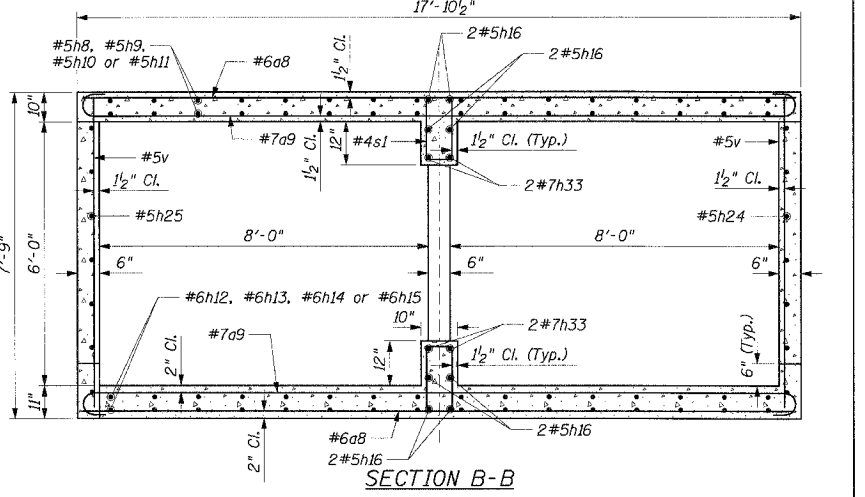
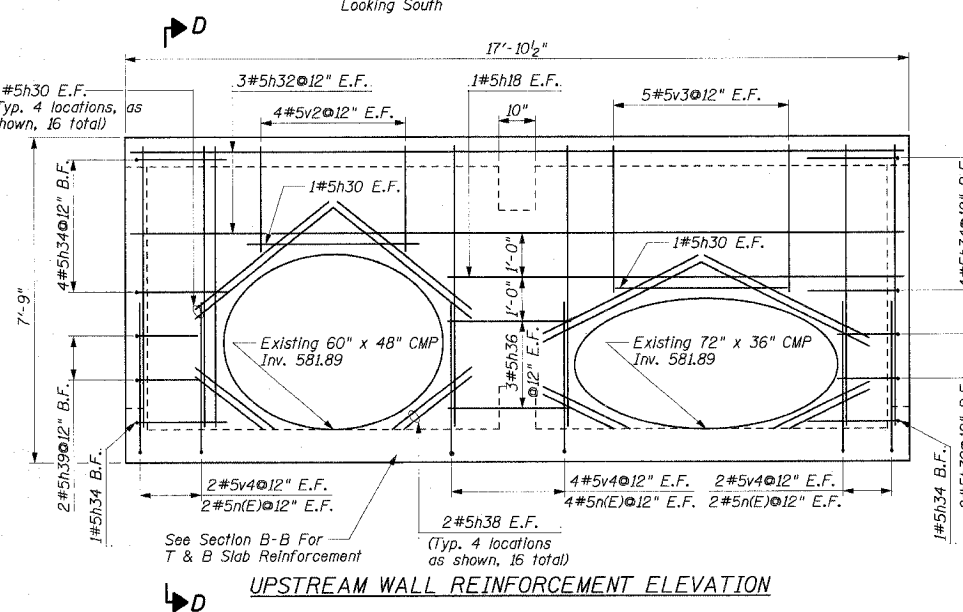
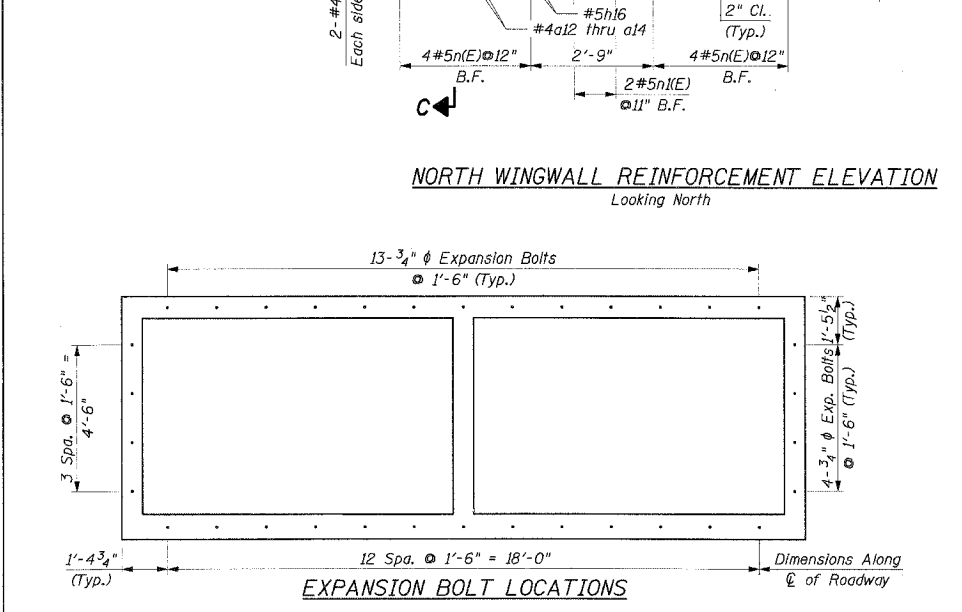
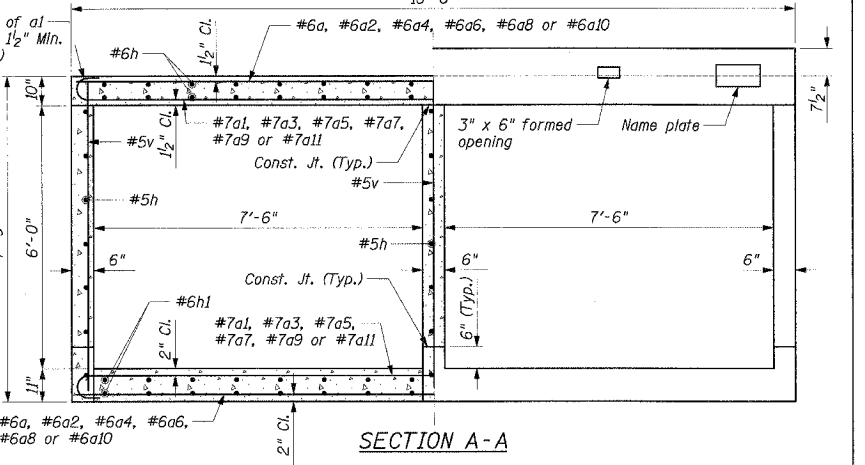
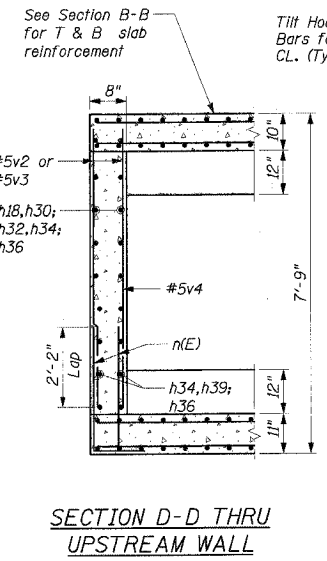
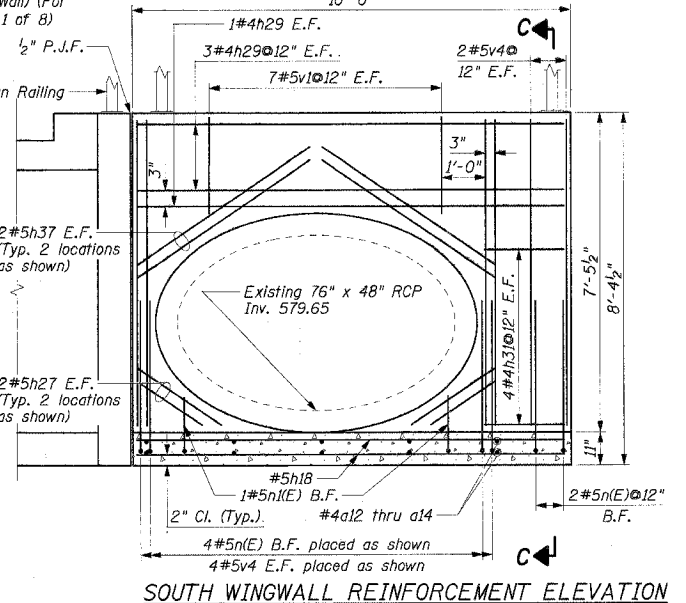
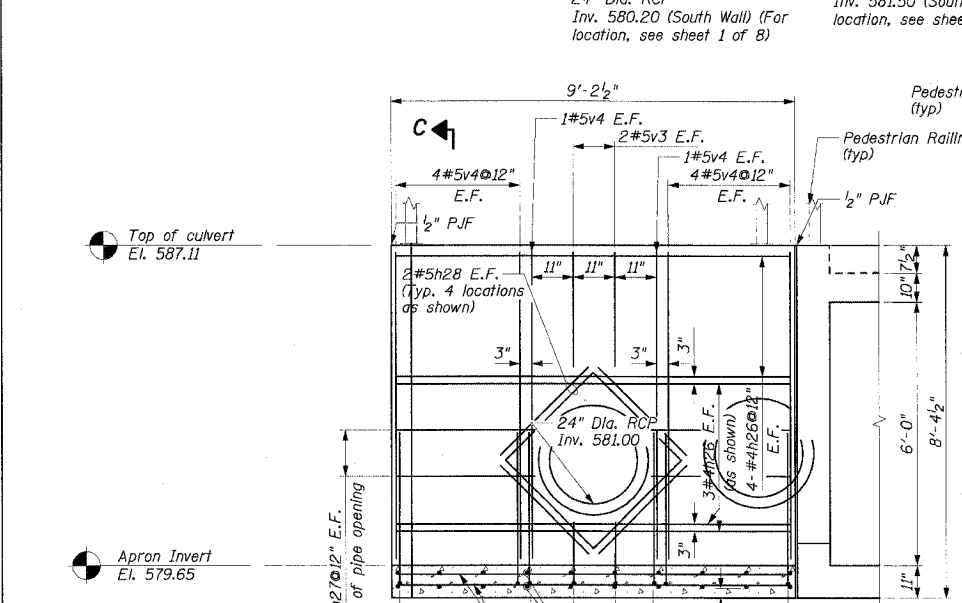
CMT
 CRAWFORD MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	228
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 60961				



- NOTES:**
- Work this sheet with sheet 2 of 8.
 - Reinforcement bars designated (E) shall be epoxy coated.
 - Bars indicated thus 12x4-#5 etc. indicates 12 lines of bars with 4 lengths per line.

SECTION C-C THRU WINGWALL

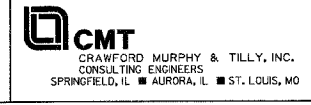


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT REINFORCEMENT DETAILS II
 FAP RTE. 575 (U.S.30)
 U.S. ROUTE 30 OVER ROCK RUN CREEK
 SECTION (B & 14) R-3 STA. 720+97.50
 WILL COUNTY
 S.N. 099-C002

SCALE: VERT. NONE
 HORIZ. DATE: 3/1/05

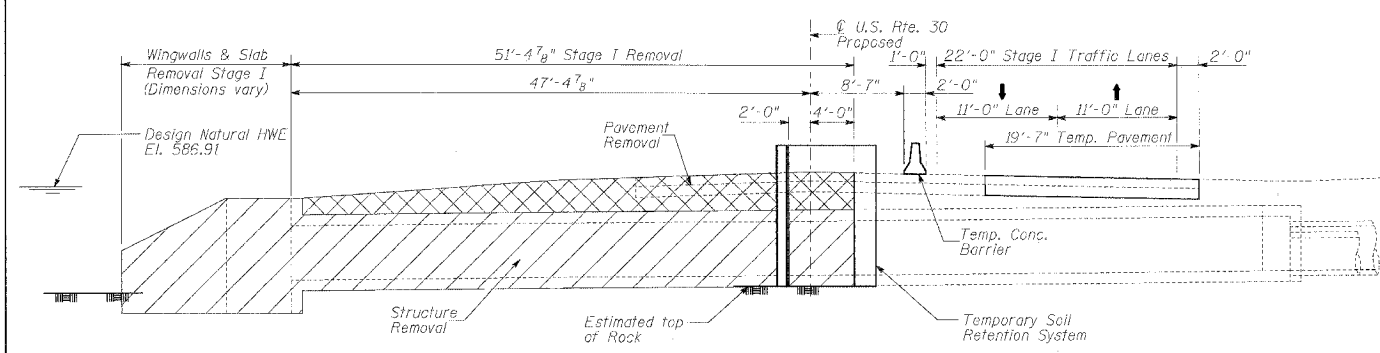
DRAWN BY: GRS
 CHECKED BY: ATI



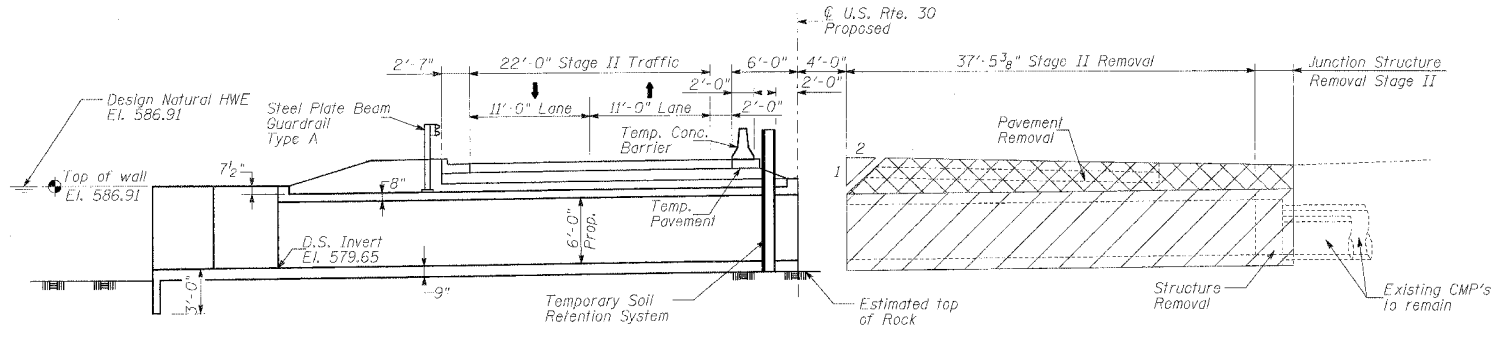
I:\data\000662\draw\other\culvert\sheet3.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	229
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 60961				

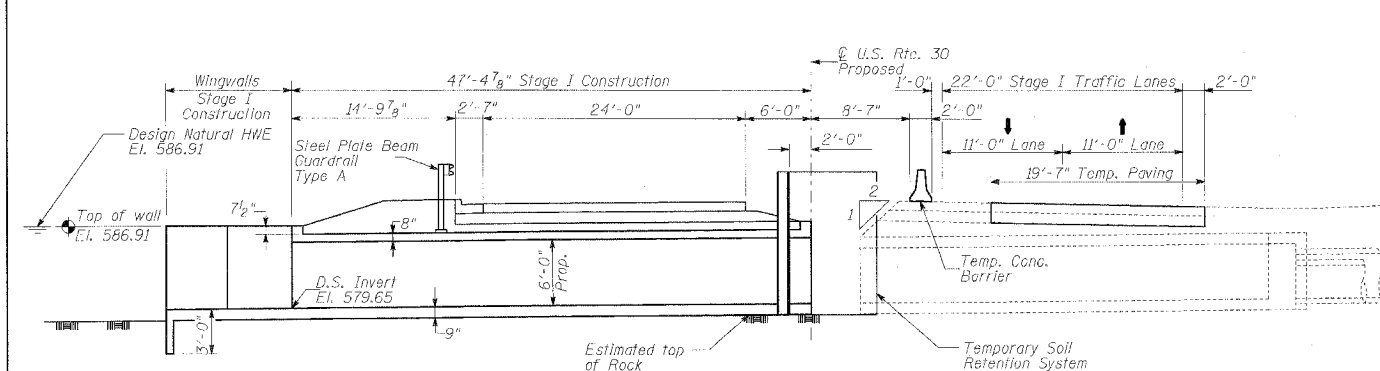
Sheet 4 of 8



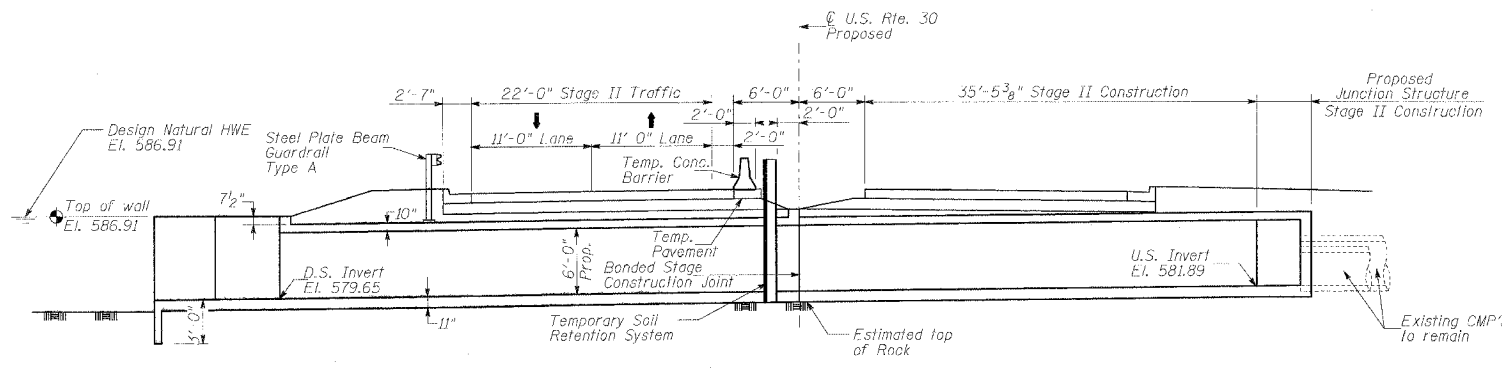
STAGE I REMOVAL
(LOOKING UPSTATION)



STAGE II REMOVAL
(LOOKING UPSTATION)



STAGE I CONSTRUCTION
(LOOKING UPSTATION)



STAGE II CONSTRUCTION
(LOOKING UPSTATION)

LEGEND

- Pavement Removal
- Structure Removal

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION DETAILS
 FAP RTE. 575 (U.S.30)
 U.S. ROUTE 30 OVER ROCK RUN CREEK
 SECTION (B & 14) R-3 STA. 720+97.50
 WILL COUNTY
 S.N. 099-C002
 SCALE: VERT. NONE
 HORIZ. DATE: 3/1/05
 DRAWN BY: GRS
 CHECKED BY: ATI

NOTES:

1. Hatched and cross-hatched areas indicate Removal of Existing Structures.
2. For details of Temporary Concrete Barrier, see standard TC-1001.
3. For quantity of Temporary concrete Barrier, see roadway plans.
4. See Special Provisions for Temporary Soil Retention System.

CMT
 CRAWFORD MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

I:\dot\0006602\draw\other\sheet-4.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I) R-3	WILL	390	230
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars. Sheet 5 of 8

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length. All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

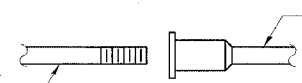
- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
- ② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s_{allow}} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

The diameter of this part is the same as the diameter of the bar spliced.

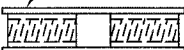


ROLLED THREAD DOWEL BAR



** ONE PIECE

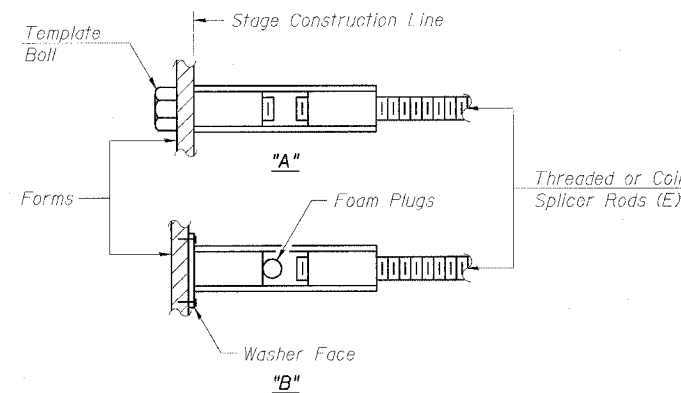
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 553, Grade C, D or DII may be used.

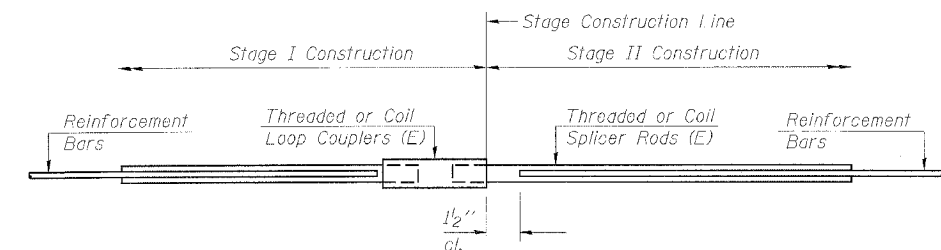


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD

Bar Size	No. Assemblies Required	Location
#5	44	Top Slab
#6	34	Bot. Slab

REVISIONS	
NAME	DATE

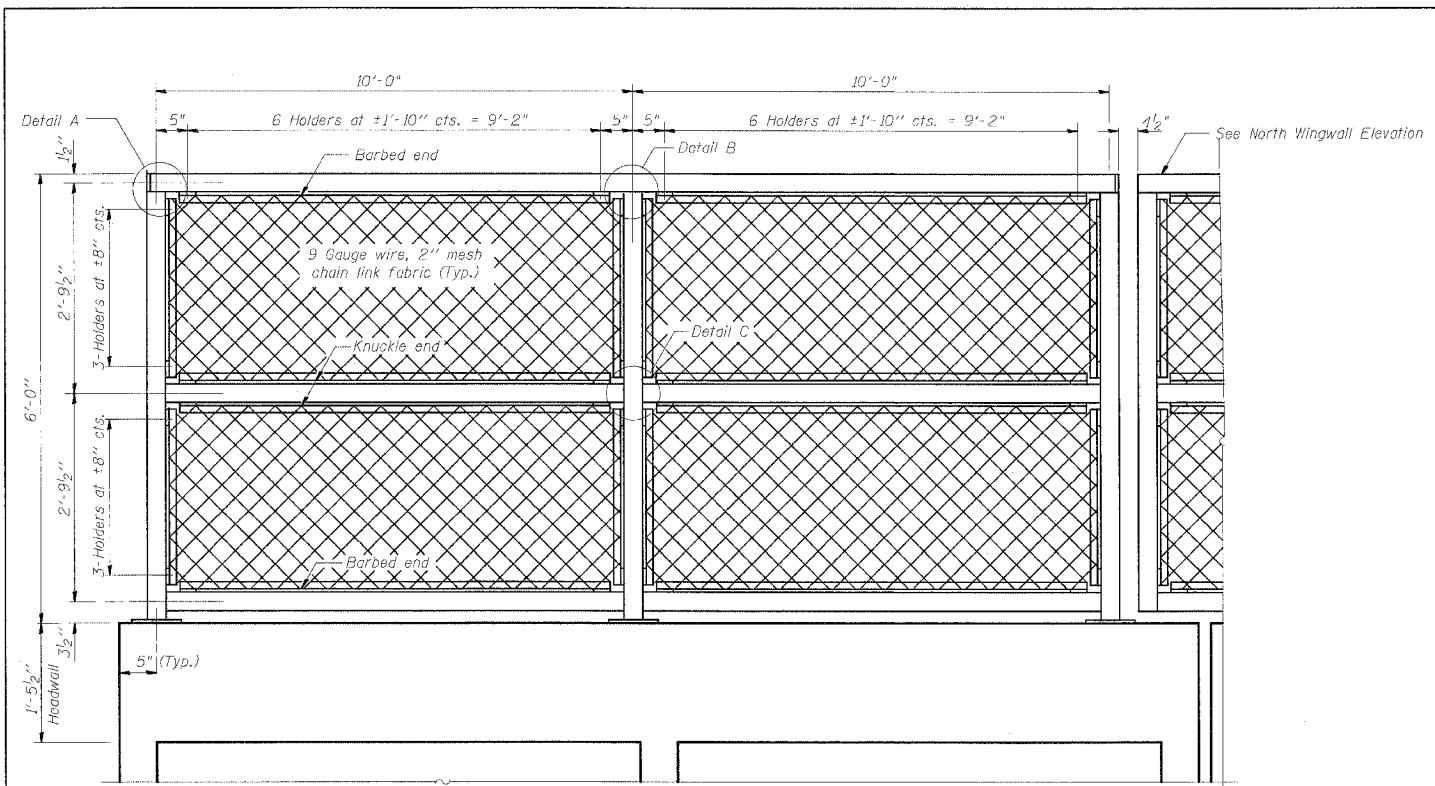
ILLINOIS DEPARTMENT OF TRANSPORTATION
BAR SPLICER ASSEMBLY DETAILS

FAP RTE. 575 (U.S.30)
 U.S. ROUTE 30 OVER ROCK RUN CREEK
 SECTION (B & I) R-3 STA. 720+97.50
 WILL COUNTY
 S.N. 099-C002

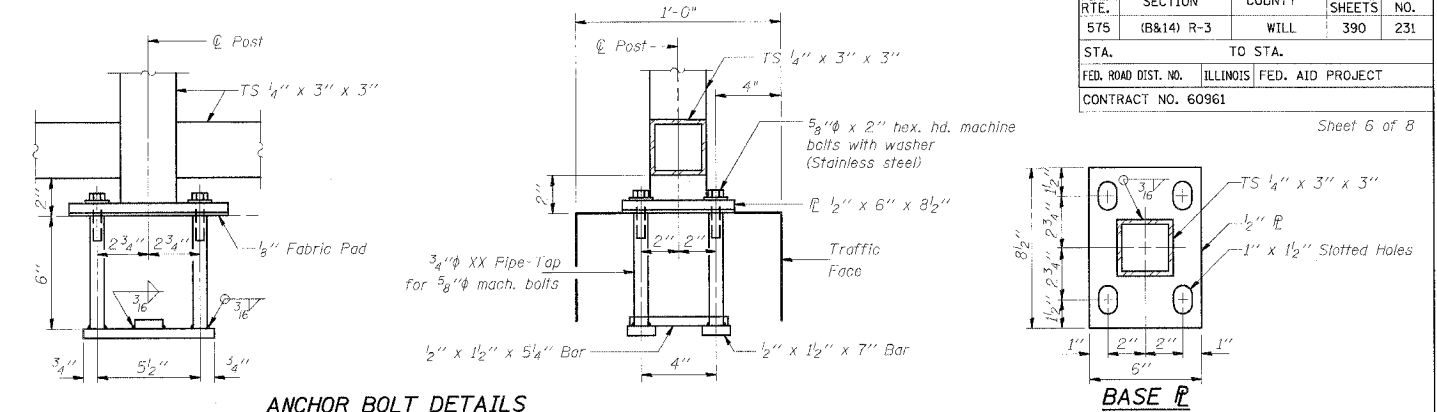
SCALE: VERT. NONE
 HORIZ.
 DATE: 3/1/05
 DRAWN BY: GRS
 CHECKED BY: ATI



L:\DOT\10006602\draw\other\cvt\bar splicer detail.dgn

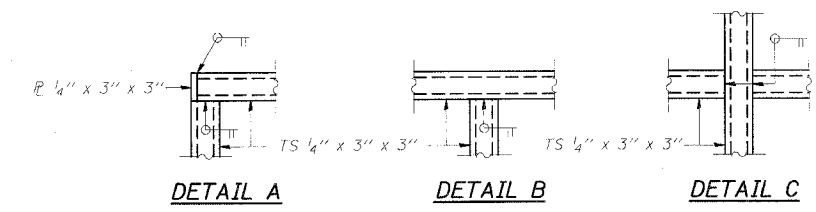


HEAD WALL ELEVATION
(Looking South)



ANCHOR BOLT DETAILS

In lieu of the cast in-place anchor device shown, the Contractor has the option of drilling and epoxy grouting 5/8" ϕ anchor rods. Embedment shall be according to the manufacturer's specifications.



NOTES

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per Foot for Pedestrian Railing.

The 9 gauge fabric ties shall be according to Article 1006.27(d) of the Standard Specifications.

Installation of the chain link fabric shall be according to Section 664 of the Standard Specifications.

Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.

The chain link fabric shall be placed along Pedestrian Side as shown on Section A-A.

Stretcher bars shall be used at all four sides of each panel.

If the option of drilling and epoxy grouting the anchor rods is chosen, the Contractor shall use the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with premeasured amounts of the adhesive chemical.

Space reinforcement to miss anchor rods.

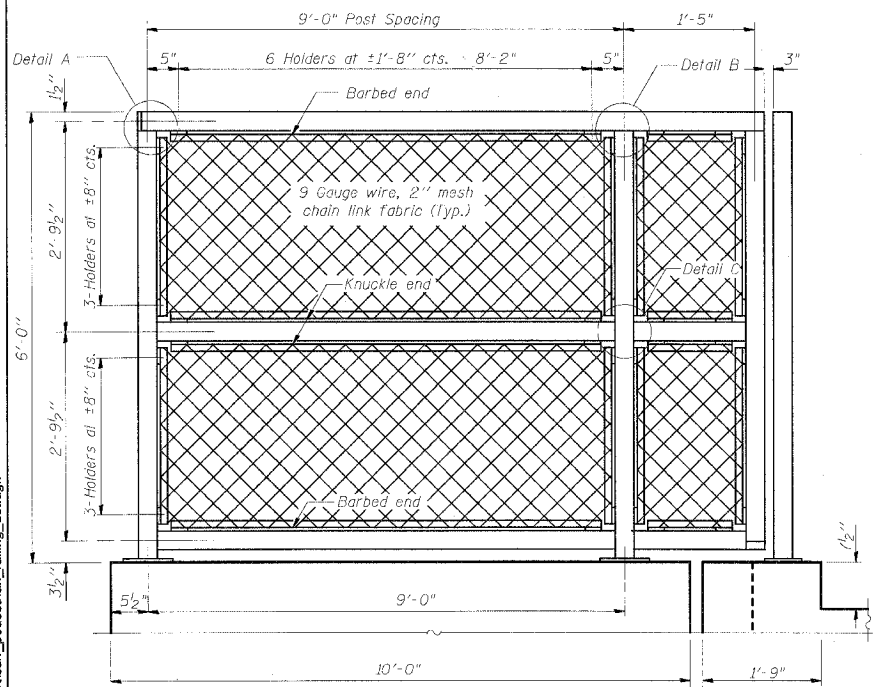
All posts, railing, splices, anchor devices, and end plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. All bolts, nuts, washers, and anchor rods shall be galvanized according to AASHTO M 232 except stainless steel bolts as noted.

Vent holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.

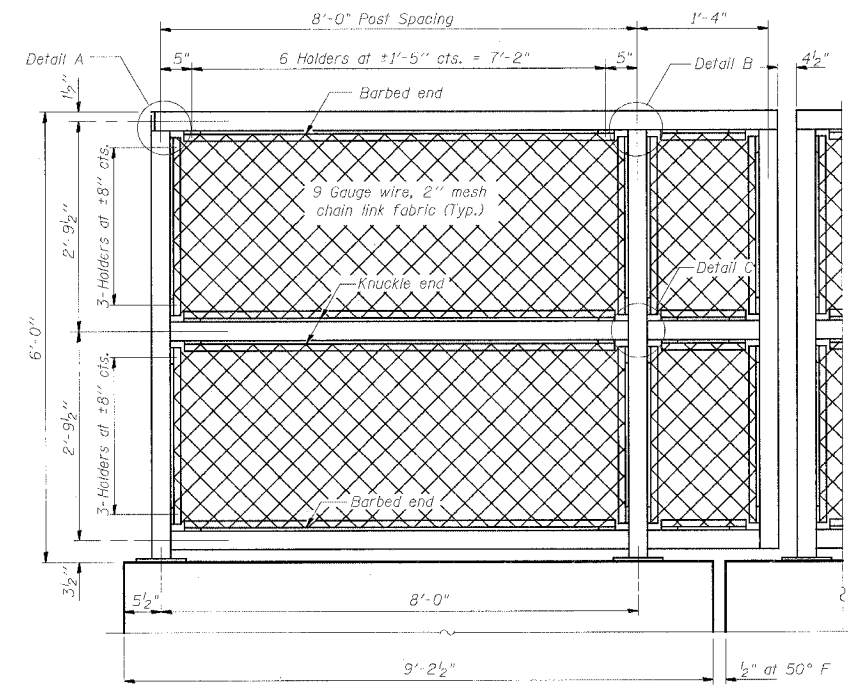
The chain link fabric shall conform to the requirements of Article 1006.27(a)(1)a, b or c of the Standard Specifications.

BILL OF MATERIAL

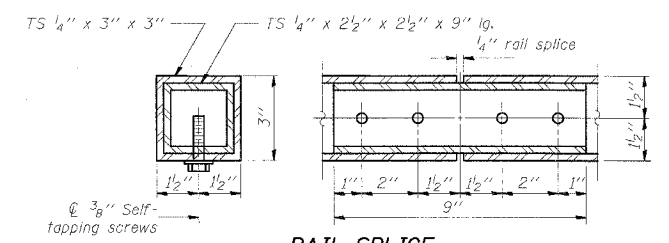
Description	Unit	Quantity
Pedestrian Railing	Foot	40.7



SOUTH WINGWALL ELEVATION
(Looking Northwest)



NORTH WINGWALL ELEVATION
(Looking North)



RAIL SPLICE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PEDESTRIAN RAILING DETAILS

FAP RTE. 575 (U.S.30)

U.S. ROUTE 30 OVER ROCK RUN CREEK

SECTION (B & 14) R-3 STA. 720+97.50

WILL COUNTY

S.N. 099-C002

SCALE: VERT. NONE
HORIZ. 3/1/05

DATE: 3/1/05

DRAWN BY: GRS
CHECKED BY: ATI

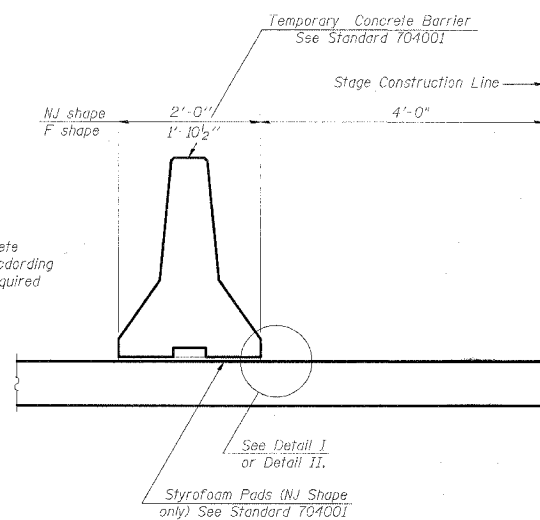
CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

I:\dot0006602\draw\other\convent\culv_pedestrian_railing_det.dgn

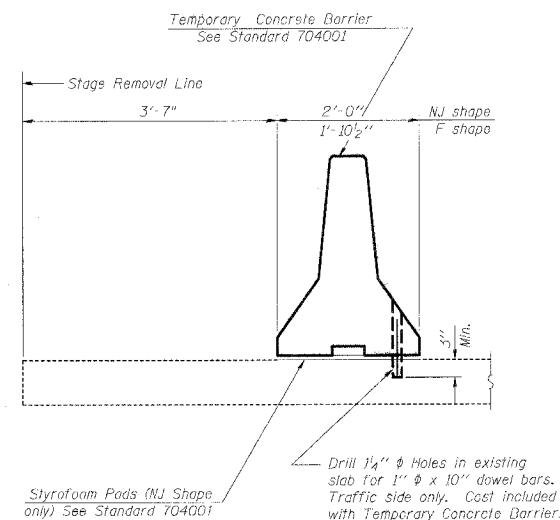
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	232
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				

Sheet 7 of 8

When "A" is 5" or less, the temporary concrete barrier shall be Anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 6".

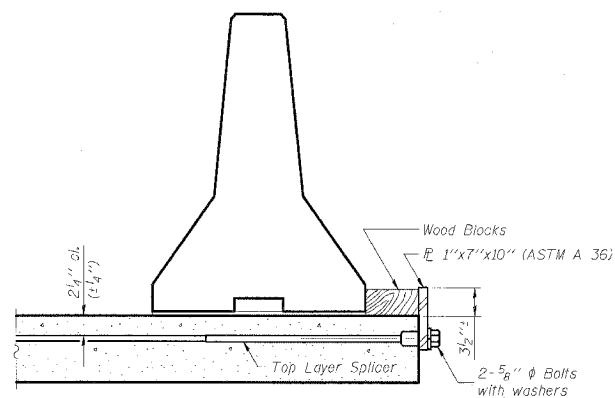


NEW SLAB



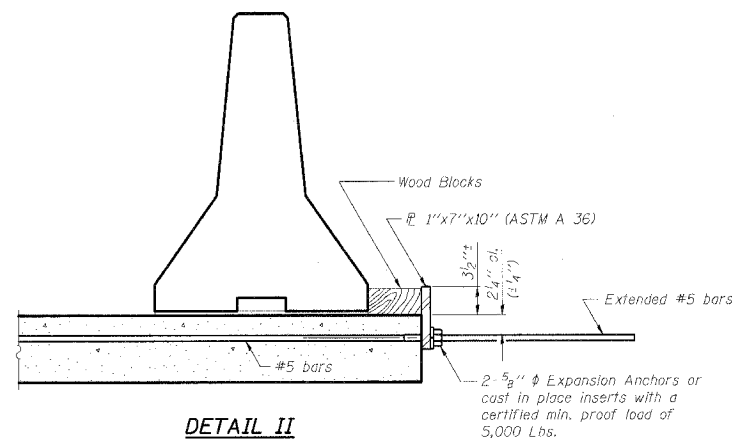
EXISTING SLAB

SECTIONS THRU SLAB



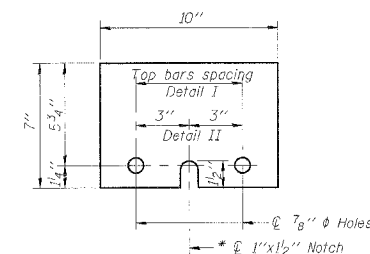
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



1" x 7" x 10"

* Required only with Detail II

NOTES

- Detail I - With Bar Splicer or Couplers: Connect one (1) 1"x7"x10" steel plate to the top layer of couplers with 2-5/8" diameter bolts screwed to coupler at approximate center of each barrier panel.
 - Detail II - With Extended Reinforcement Bars: Connect one (1) 1"x7"x10" steel plate to the concrete slab with 2-5/8" diameter Expansion Anchors or cast in place Inserts spaced between the top layer of reinforcement at approximate center of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier.

L:\DOT\0006602\draw\other\out\temp barrier detail.dgn

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ ALTON, IL ■ ST. LOUIS, MO

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
FAP RTE. 575 (U.S.30)
U.S. ROUTE 30 OVER ROCK RUN CREEK
SECTION (B & 14) R-3 STA. 720+97.50
WILL COUNTY
S.N. 099-C002

SCALE: VERT. NONE
HORIZ. DATE: 3/1/05
DRAWN BY: GRS
CHECKED BY: ATI

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	233
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

Sheet 8 of 8

Wang Engineering, INC.
 Consulting Geotechnical and Environmental Engineers
 wangeng3@wangeng.com
 100 Fairbank Street
 Addison, IL 60101
 Telephone: 630 458-0700
 Fax: 630 458-0900

BORING LOG SB-01
 WEI Job No.: 310-01-01
 Datum: NGVD
 Elevation: 589.04 ft
 North: 1781254.99 ft
 East: 556036.18 ft
 Station: 721+02
 Offset: 27 RT

Client: **Crowford, Murphy & Tilly, Inc.**
 Project: **US RT 30, IDOT No. D-91-217-00**
 Location: **Sec 25, 31 R9, 10E T36N, Will Co, IL**

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	N Values (blows/ft)	Cu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	N Values (blows/ft)	Cu (tsf)	Moisture Content (%)
584.7	4-inch thick ASPHALT --PAVEMENT--	0													
582.5	SAND and GRAVEL-size aggregate --BASE COURSE--	1		6	7	9	NP	7							
	Medium dense, medium to coarse, brown SAND --FILL--	2		5	7	4	NP	15							
583.5	Stiff, black and brown SILTY CLAY	3		3	4	4	1.97	26							
581.0	Medium dense gray, gravelly SAND	4		13	9	13	NP	15							
577.5	Dense, GRAVEL- and SAND-size dolostone fragments --WEATHERED BEDROCK--	5		27	19	15	NP	13							
575.0	Hard, white CLAY --CAVE FILL--	6		13	15	19	4.51	17							
571.0	--AUGER REFUSAL--	7		21	21	31	4.10	18							
	Boring terminated at 18.00 ft														

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	12-21-2001	Complete Drilling	12-21-2001
Drilling Contractor	Mid-America Drilling	Drill Rig	D-120
Driller	T, J & J	Logger	K, Jacob
Checked by	D, Peterson	Time After Drilling	NA
Drilling Method	3.25-in HSAs, backfilled with bentonite upon completion	Depth to Water	NA

Wang Engineering, INC.
 Consulting Geotechnical and Environmental Engineers
 wangeng3@wangeng.com
 100 Fairbank Street
 Addison, IL 60101
 Telephone: 630 458-0700
 Fax: 630 458-0900

BORING LOG SB-02
 WEI Job No.: 310-01-01
 Datum: NGVD
 Elevation: 589.23 ft
 North: 1781246.06 ft
 East: 555963.94 ft
 Station: 721+50
 Offset: 27 LT

Client: **Crowford, Murphy & Tilly, Inc.**
 Project: **US RT 30, IDOT No. D-91-217-00**
 Location: **Sec 25, 31 R9, 10E T36N, Will Co, IL**

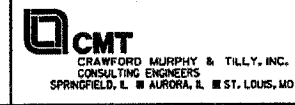
Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	N Values (blows/ft)	Cu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	N Values (blows/ft)	Cu (tsf)	Moisture Content (%)
588.5	9-inch thick ASPHALTIC CONCRETE --PAVEMENT--	0													
586.5	Gray, gravelly SAND aggregate --BASE COURSE--	1		15	16	10	NP	5							
	Medium dense, brown SAND	2		8	8	18	NP	15							
583.7	Dense, gray SAND- and GRAVEL-size dolostone fragments --WEATHERED BEDROCK--	3		17	25	14	NP	12							
579.7	--AUGER REFUSAL--	4		15	19	13	NP	14							
	Light gray, slightly weathered, strong, fairly fractured, very thin to medium bedded, medium crystalline DOLOSTONE with vuggy porosity --BEDROCK-- --REC 99%-- --RQD = 57%--	5		60	42										
569.2	Boring terminated at 21.00 ft														

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	12-21-2001	Complete Drilling	12-21-2001
Drilling Contractor	Mid-America Drilling	Drill Rig	D-120
Driller	T, J & J	Logger	K, Jacob
Checked by	D, Peterson	Time After Drilling	NA
Drilling Method	3.25-in HSAs, backfilled with bentonite upon completion	Depth to Water	NA

L:\DOT\000862\draw\water\cutter\soil_boring_logs.dgn

WANGENG 31001.GPJ WANGENG.GDT 1/15/02

WANGENG 31001.GPJ WANGENG.GDT 1/15/02



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
 FAP RTE. 575 (U.S. 30)
 U.S. ROUTE 30 OVER ROCK RUN CREEK
 SECTION (B & 14) R-3
 WILL COUNTY
 S.N. 099-C002

SCALE: VERT. NONE
 HORIZ. DATE: 3/1/05

DRAWN BY: CRS
 CHECKED BY: ATI

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I) R-3	WILL.	390	234

STA. TO STA.
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
 CONTRACT NO. 60961

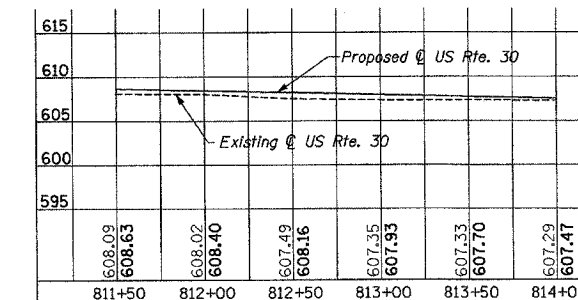
DESIGN SPECIFICATION

AASHTO Standard Specifications
 For Highway Bridges, 17th Edition

DESIGN STRESSES

Field Units
 $f'_c = 3,500$ psi
 $f'_y = 60,000$ psi

WINGWALL SECTION (TYPICAL)



US 30 PROFILE GRADE
 (Along Rdwy.)

BILL OF MATERIAL

Concrete Box Culvert	Cu. Yd.	82.2
Reinforcement Bars	Pound	16,381
Pedestrian Railing	Foot	38
Temporary Sheet Piling	Sq. Ft.	270
Extension Bolts 3/4 inch	Each	40
Slapwalk Removal	Sq. Yd.	6
Structural Excavation	Cu. Yd.	44
Stone Riprap, Class A4	Sq. Yd.	51
Filter Fabric for Riprap	Sq. Yd.	51

WATERWAY INFORMATION TABLE

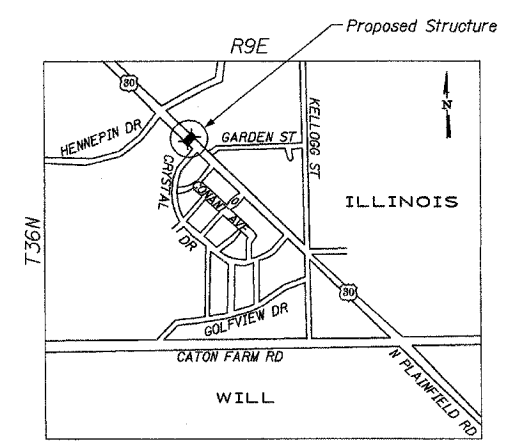
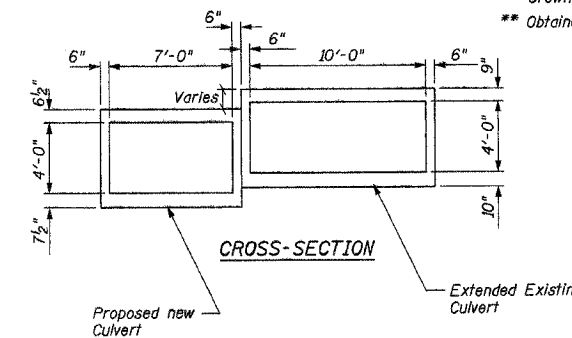
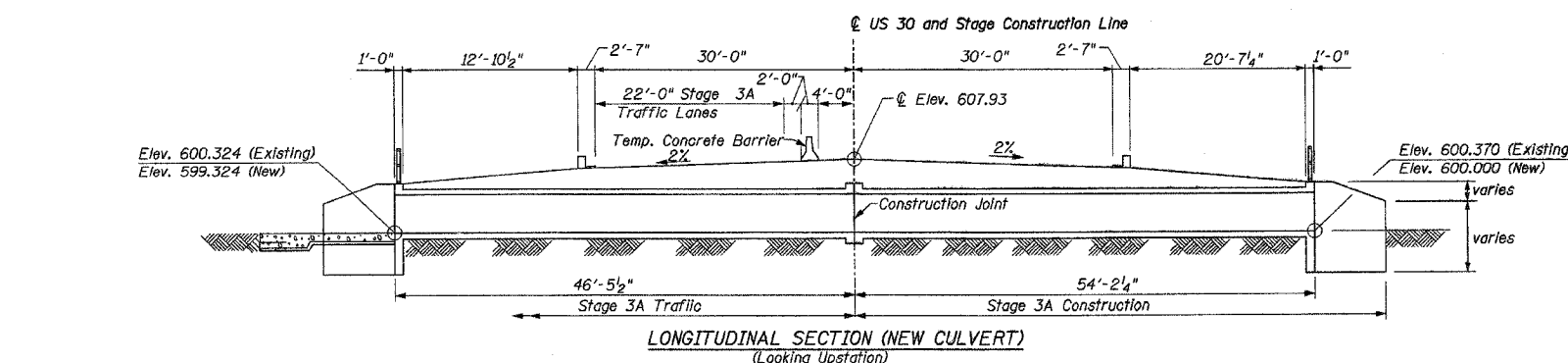
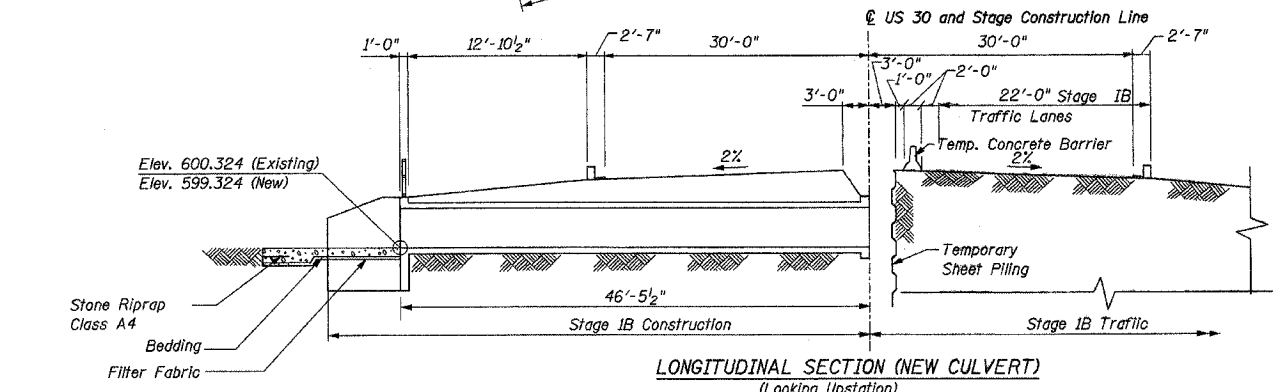
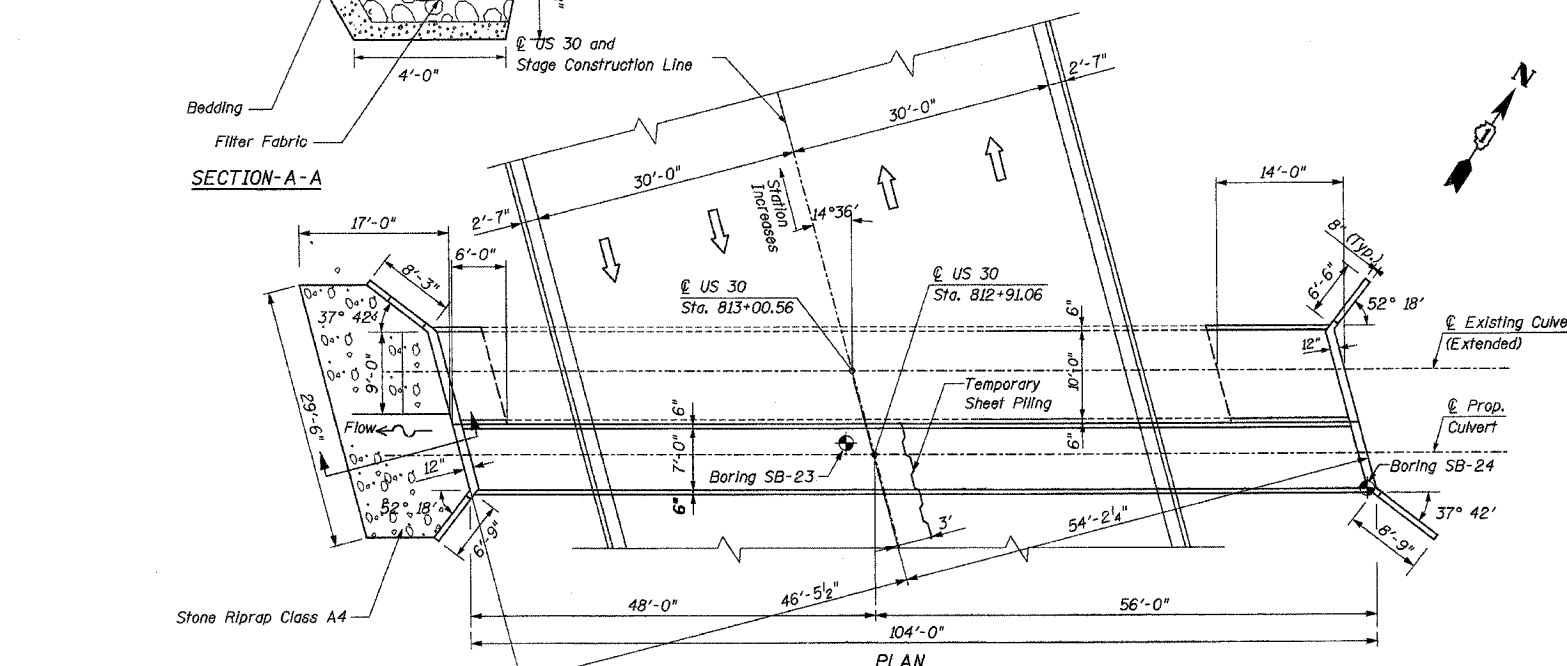
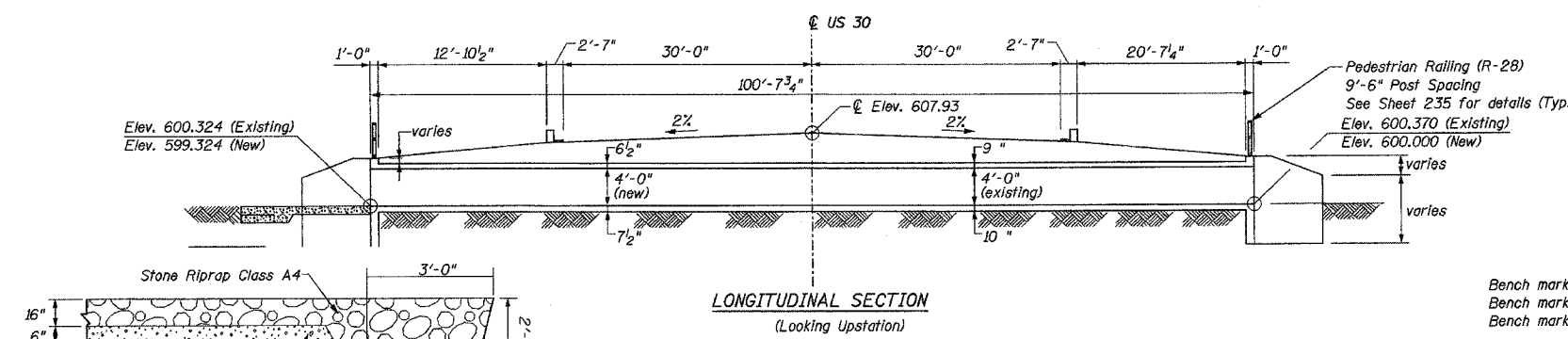
TO BE USED FOR FLOODPLAIN ENCROACHMENT EVALUATION

Drainage Area: 1.44 Sq. Mi. ** Low Grade Elev.: 607.4* @ Sta. 812+90.74

Flood	Freq. Yr.	C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	172	16.5	38.3	602.2	0	0	602.2	602.2
Design	50	297	27.5	55.5	603.3	0	0	603.3	603.3
Base	100	390	35.5	63.5	604.1	1.2	0	605.3	604.1
Max. Calc.	500	730	40	68	605.3	2.2	0.9	607.5	606.2

NOTE: Datum is highways. F.I.S. datum is 0.19 feet higher than highway datum.

* Crown grade elevation.
 ** Obtained from F.I.S. study

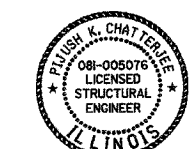


LOCATION MAP

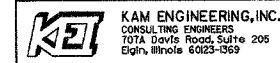
GENERAL INFORMATION:

LOCATION: U. S. Route 30 at Sunnyland Drain, Will County
STRUCTURE NUMBER: None
STRUCTURE TYPE: Reinforced Concrete Box Culvert
SIZE: One - 7' wide x 4' high x 104' long (proposed)
 One - 10' wide x 4' high x 104' long (existing with extension)

G:\projects\JOB 297\SH\str\1-01.dgn
 03/16/2005



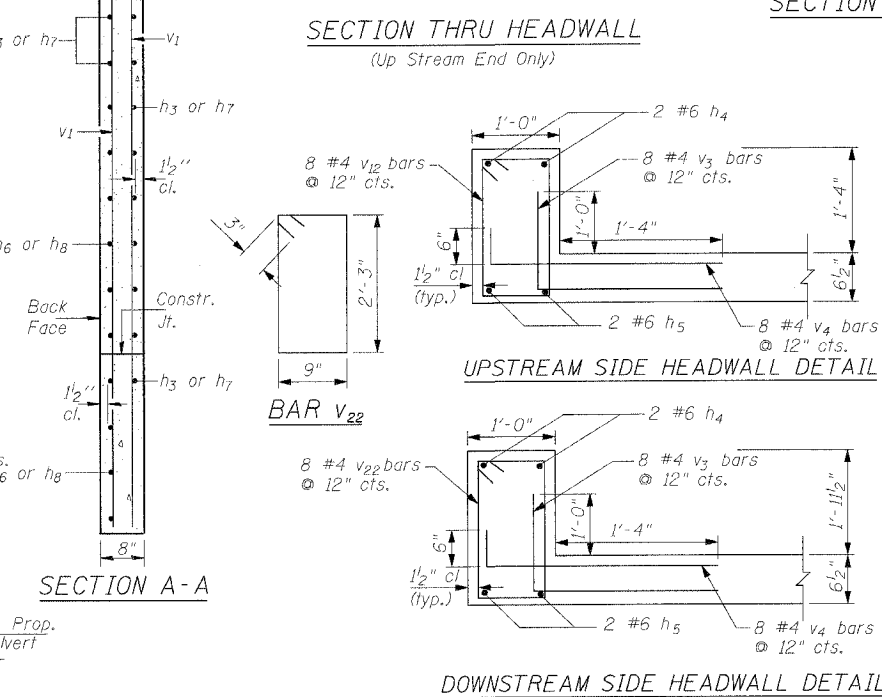
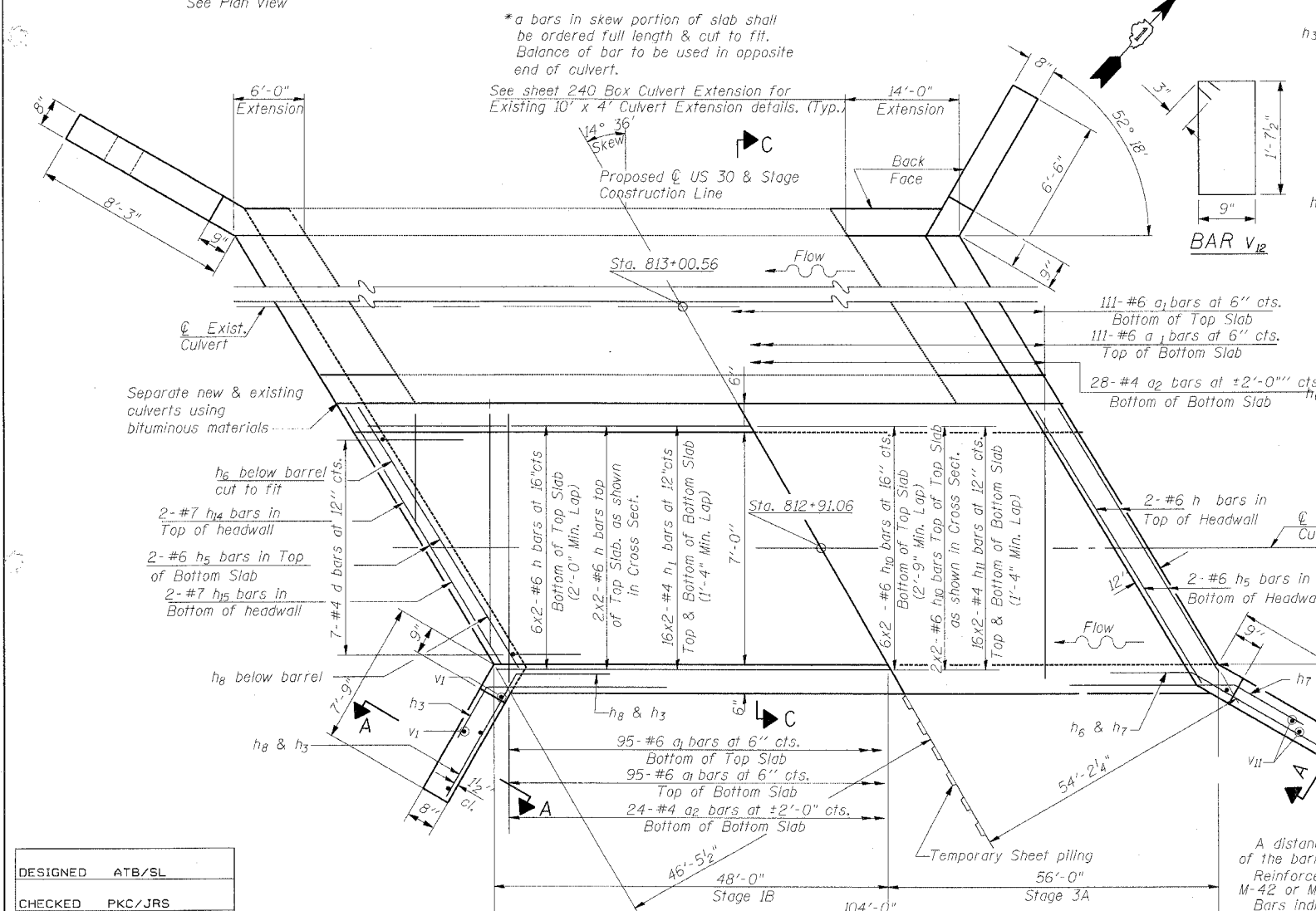
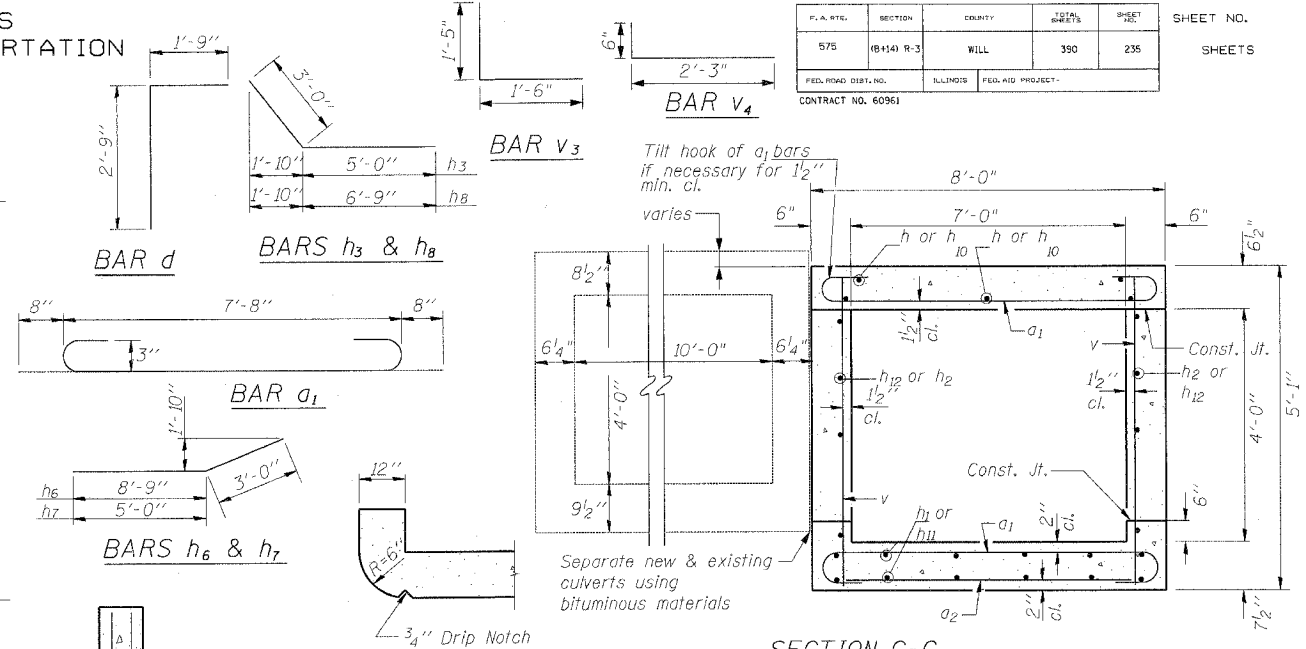
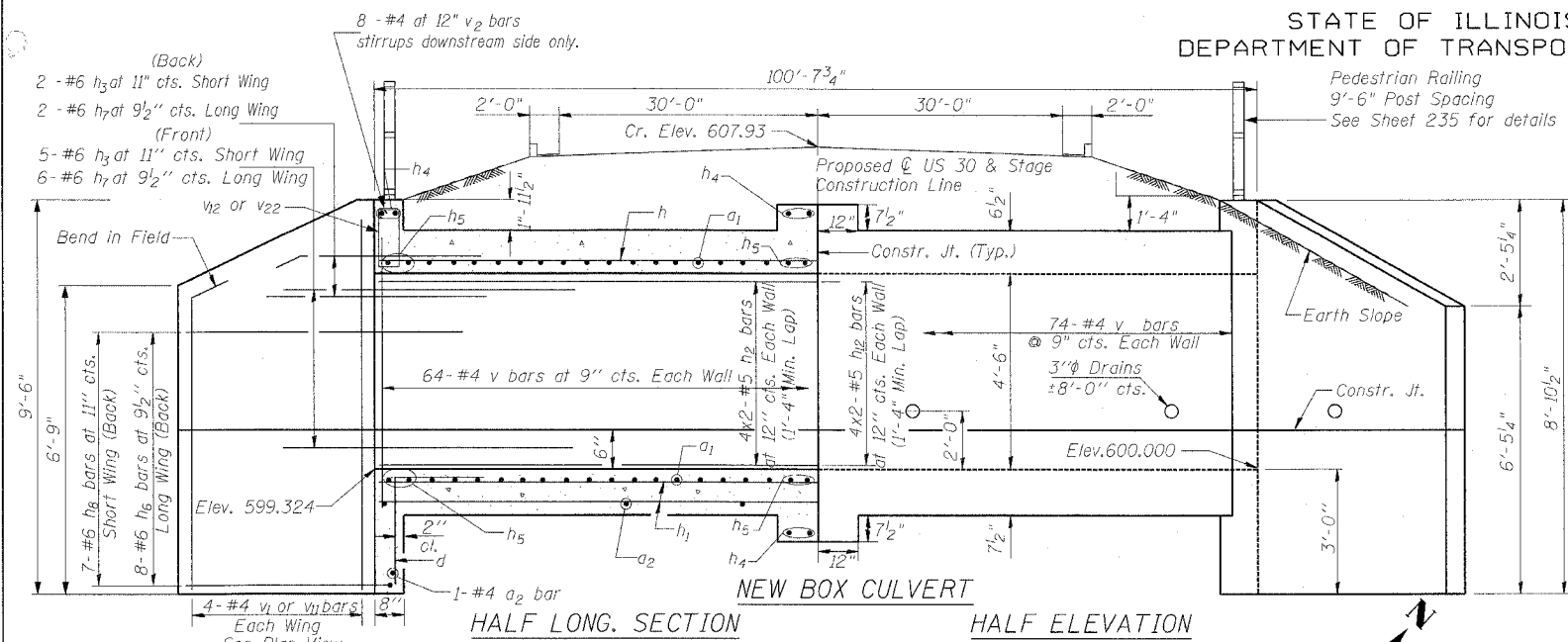
Pijush K. Chatterjee
 Pijush K. Chatterjee
 Registered Structural Engineer
 State of Illinois
 Expires: 11-30-2006



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 US ROUTE 30 AT SUNNYLAND DRAIN
 STA. 812+91.78
 BOX CULVERT - GENERAL PLAN
 SHEET 1 OF 3

SCALE: NONE
 DATE: MARCH 2005
 DRAWN BY: MD
 CHECKED BY: SL/PKC



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	412	#6	9'-0"	U
a2	54	#4	7'-3"	—
d	14	#4	4'-6"	L
h	16	#6	25'-0"	—
h1	32	#4	24'-8"	—
h2	16	#5	24'-8"	—
h3	7	#6	8'-0"	—
h4	12	#6	11'-1"	—
h5	16	#6	11'-11"	—
h6	8	#6	11'-9"	—
h7	8	#6	8'-0"	—
h8	7	#6	10'-9"	—
h10	16	#6	29'-0"	—
h11	32	#4	28'-8"	—
h12	16	#5	28'-8"	—
v	276	#4	4'-10"	—
v1	4	#4	9'-2"	—
v3	16	#4	2'-11"	—
v4	16	#4	2'-9"	—
v11	4	#4	8'-7"	—
v12	8	#4	5'-3"	—
v22	8	#4	6'-6"	—
Concrete Box Culvert		Cu. Yd.	62.1	
Reinforcement Bars		Pound	11296	
Pedestrian Railing		Foot	16	

NOTE

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans for lesser design requirements, then full design submittals with the required seals will be expected by the Department, for review and approval.

Temporary Sheet Piling
Top Elevation = 608.18
Bottom Elevation = 585.54
Embedment = 13.5 ft.
Minimum Section Modulus = 11.5 in³/ft.

NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.
See MOT Drawings For Construction Staging.

DESIGNED	ATB/SL
CHECKED	PKC/JRS
DRAWN	CBR/RV
CHECKED	ATB/SL

SHOWING REINFORCEMENT PLAN SHOWING OUTLINES
(Headwall & Edge Beam @ Stage Construction Line Is Not Shown For Clarity Purpose.)

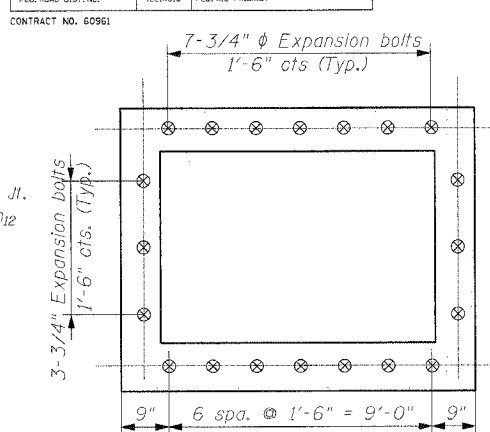
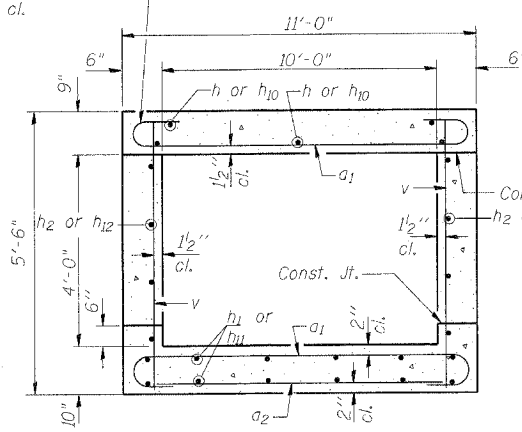
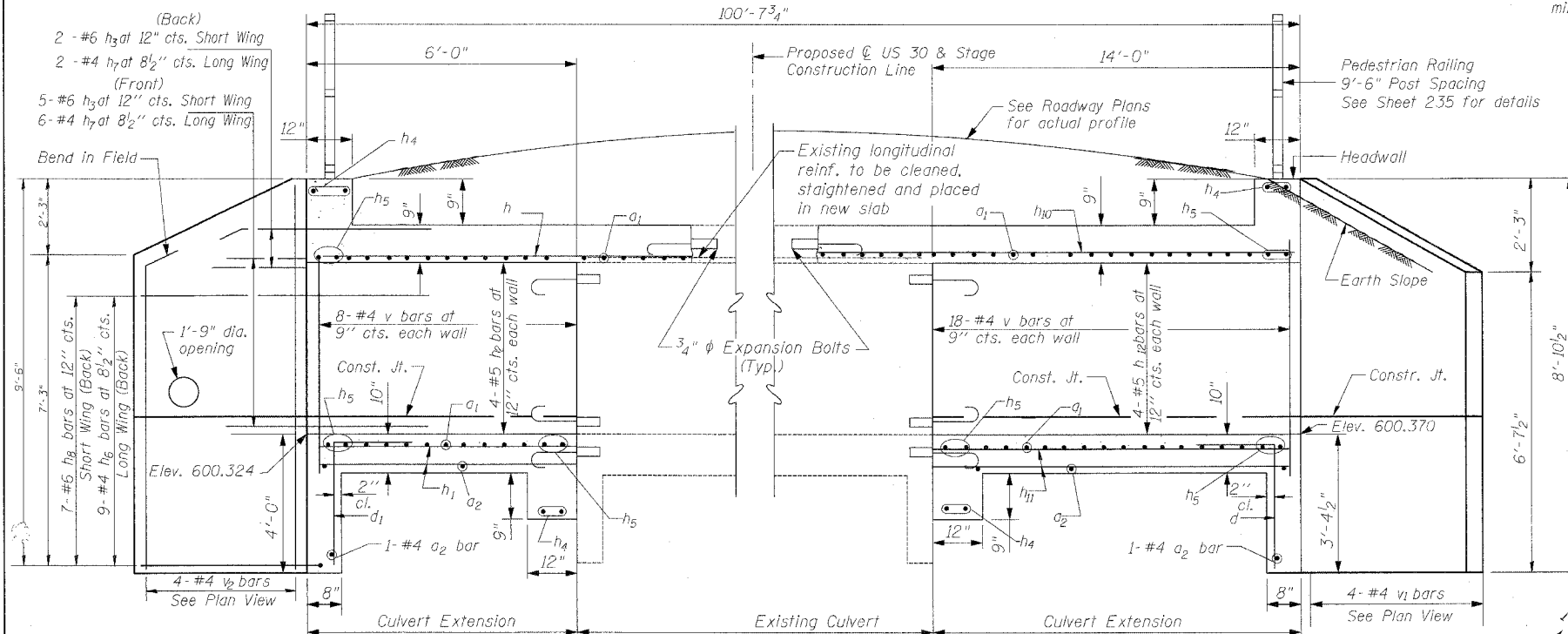
REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
US ROUTE 30 AT SUNNYLAND DRAIN
STA. 812+91.78
BOX CULVERT DETAILS
SHEET 2 OF 3
SCALE: NONE
DATE: MARCH 2005
DRAWN BY: CBR/RV
CHECKED BY: SL/PKC



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

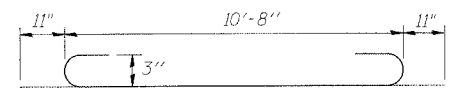
P.L. DATE	SECTION	COUNTY	SHEET NO.	SHEET NO.
575	18-141 R-3	WILL	350	236
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	
CONTRACT NO. 60961				



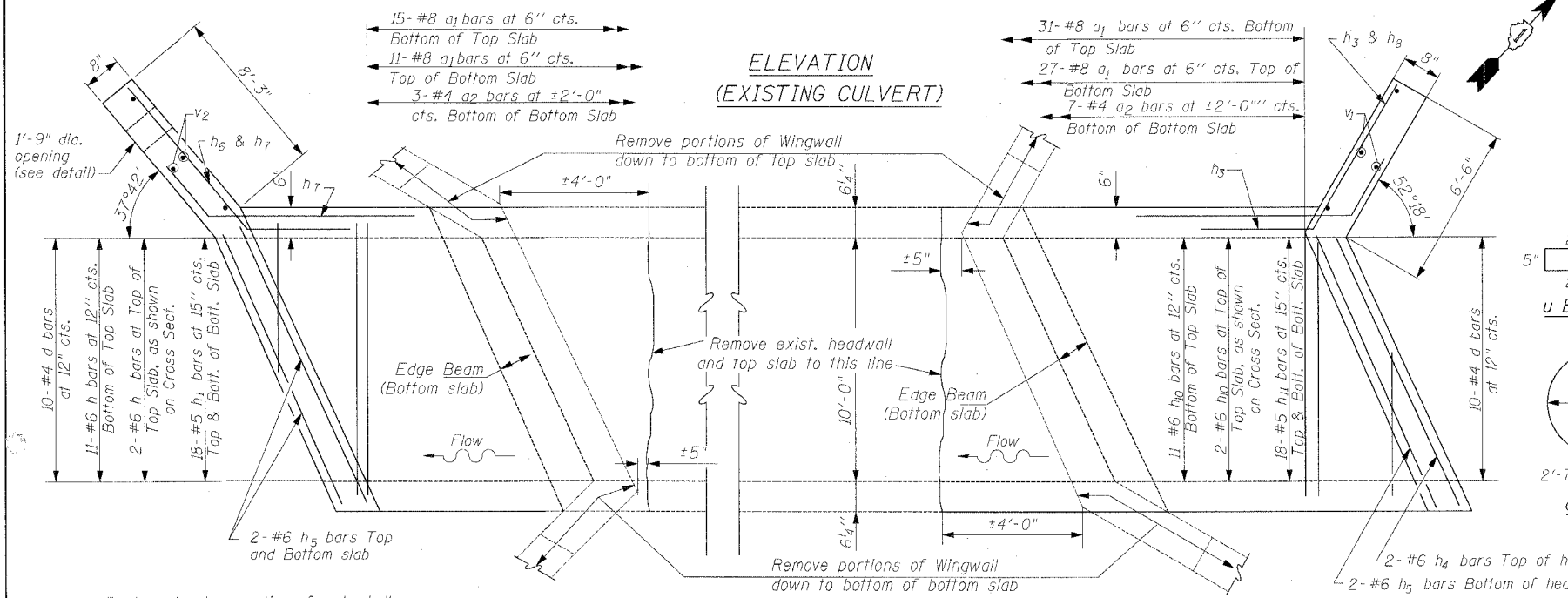
SHOWING REINFORCEMENT

SHOWING EXPANSION BOLTS

SECTION THRU BARREL

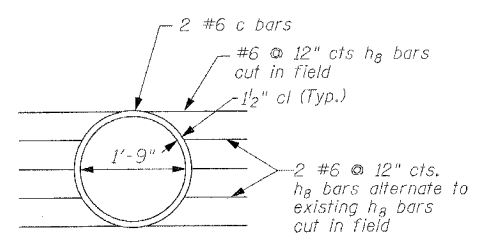


BAR a1



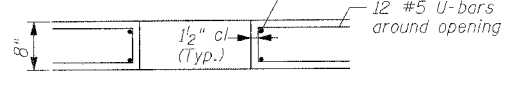
PLAN (EXISTING CULVERT)

BAR d

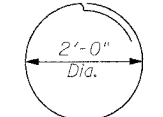


OPENING DETAIL
SOUTHWEST LONG WING

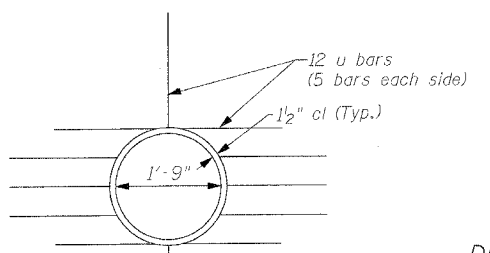
BAR d1



u BAR



c BAR



DISTRIBUTION OF U-BARS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	84	#8	12'-6"	U
a2	12	#4	10'-3"	—
c	2	#6	8'-10 3/4"	O
d	10	#4	4'-11"	U
d1	10	#4	5'-6"	U
h	13	#6	9'-8"	—
h1	18	#5	5'-8"	—
h2	8	#5	5'-8"	—
h3	7	#6	8'-0"	—
h4	8	#6	11'-1"	—
h5	12	#6	11'-11"	—
h6	9	#4	9'-6"	—
h7	8	#4	8'-0"	—
h8	9	#6	11'-3"	—
h10	13	#6	17'-8"	—
h11	18	#5	13'-8"	—
h12	8	#5	13'-8"	—
u	12	#6	5'-7"	U
v	52	#4	5'-3"	—
v1	4	#4	8'-6"	—
v2	4	#4	9'-1"	—
Concrete Box Culvert			Cu. Yd.	20.1
Reinforcement Bars			Pound	5085
Pedestrian Railing			Foot	22

DESIGN STRESSES

fy = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44

DESIGNED	ATB/SL
CHECKED	PKC/JRS
DRAWN	CBR/RV
CHECKED	ATB/SL

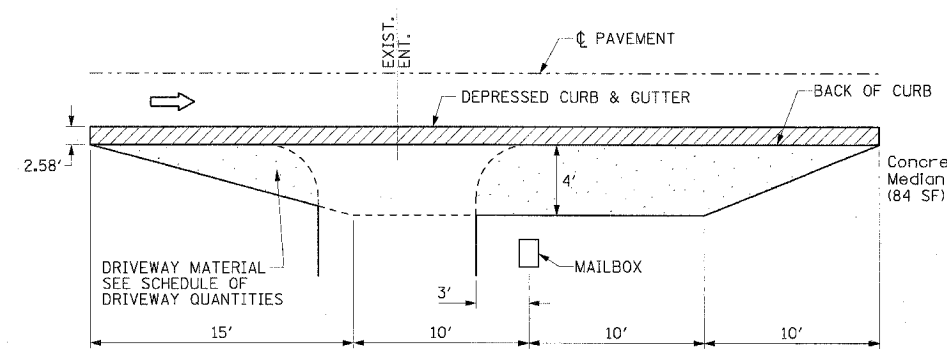
Note:
Expansion bolts shall be 3/4" diameter hooked bolts. Hooked bolts shall extend a minimum of 9" into new concrete.
See Sheet Box Culvert Details for Wingwall and Headwall details.

KEI KAM ENGINEERING, INC.
CONSULTING ENGINEERS
TOTAL DAVIS ROSS, SUITE 205
Evanston, Illinois 60223-1369

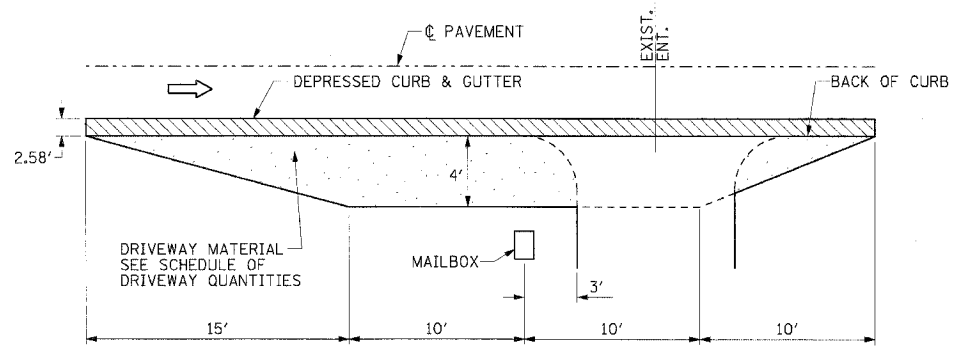
REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
US ROUTE 30 AT SUNNYLAND DRAIN
STA. 813+00.56
BOX CULVERT EXTENSION
DETAILS
SHEET 3 OF 3
SCALE: NONE
DATE: MARCH 2005
DRAWN BY: CBR/RV
CHECKED BY: SL/PKC

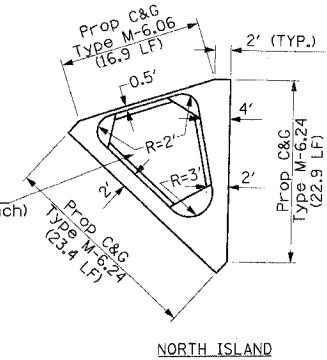
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I4) R-3	WILL	390	237
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				



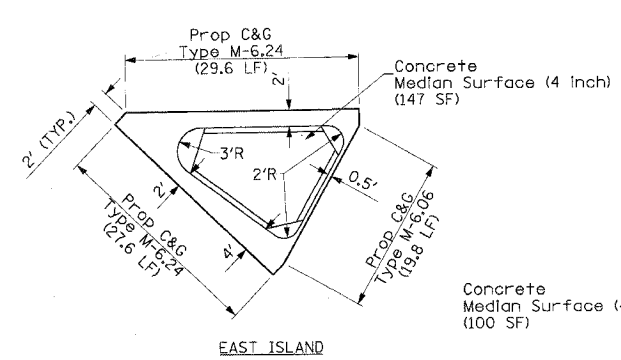
MAILBOX ON FAR SIDE OF ENTRANCE



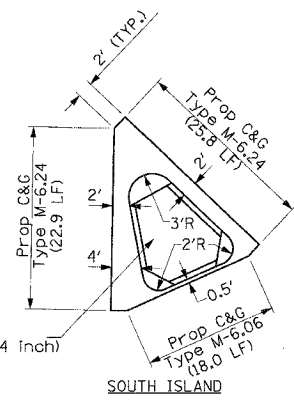
MAILBOX ON NEAR SIDE OF ENTRANCE



NORTH ISLAND

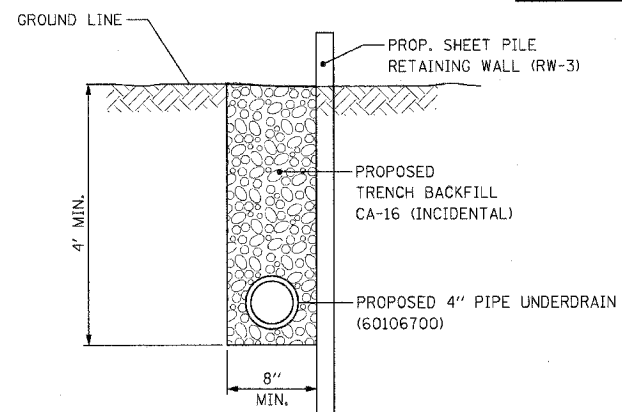


EAST ISLAND

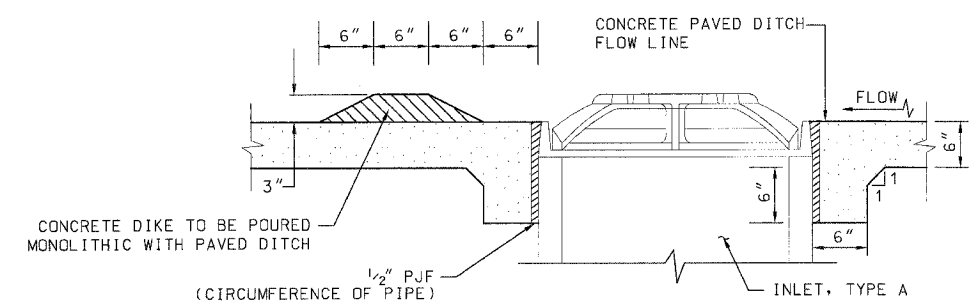


SOUTH ISLAND

KELLOGG/ FLOWER/ ROUTE 30 ISLANDS



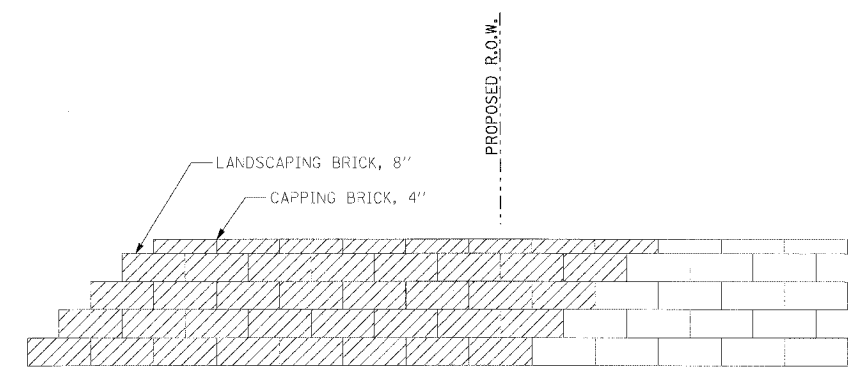
PROPOSED UNDERDRAIN DETAIL



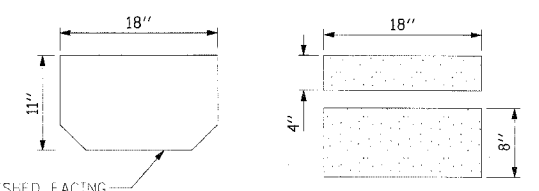
CONCRETE DIKE AND INLET DETAIL

NOT TO SCALE

MAILBOX TURNOUTS

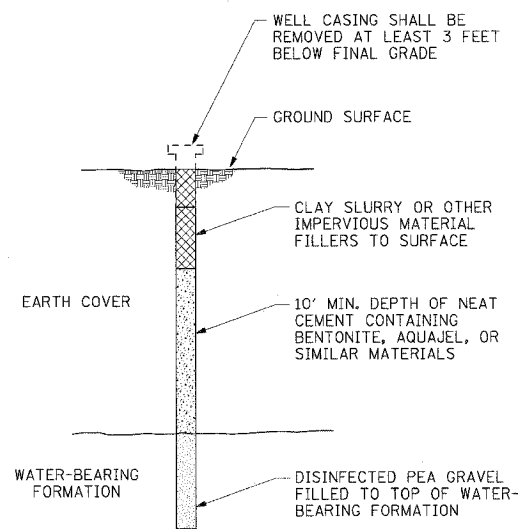


REMOVE BRICK



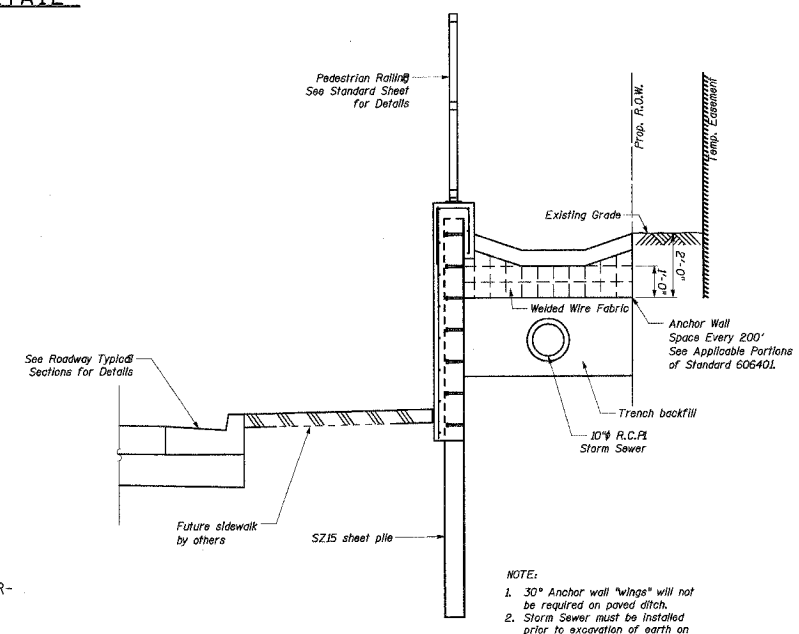
LANDSCAPING BRICK DETAILS
RETAINING WALL REMOVAL

STA. 783+13 RT.



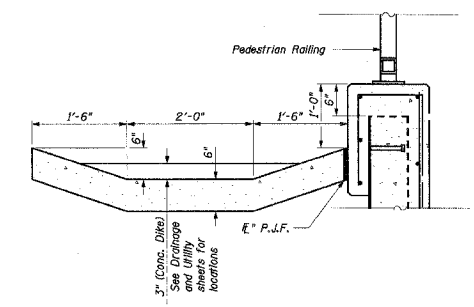
FRESH WATER WELL ABANDONMENT

DETAILED DESCRIPTION OF ABANDONED WELL SEALING AND DISINFECTION CAN BE FOUND IN SECTIONS 920.100 (b) AND 920.120 OF THE ILLINOIS WATER WELL CONSTRUCTION CODE AVAILABLE THROUGH THE ILLINOIS DEPARTMENT OF PUBLIC HEALTH.



PAVED DITCH W/ STORM SEWER DETAIL

NOTE:
1. 30" Anchor wall "wings" will not be required on paved ditch.
2. Storm Sewer must be installed prior to excavation of earth on outside face of wall.



PAVED DITCH TYPICAL DETAIL

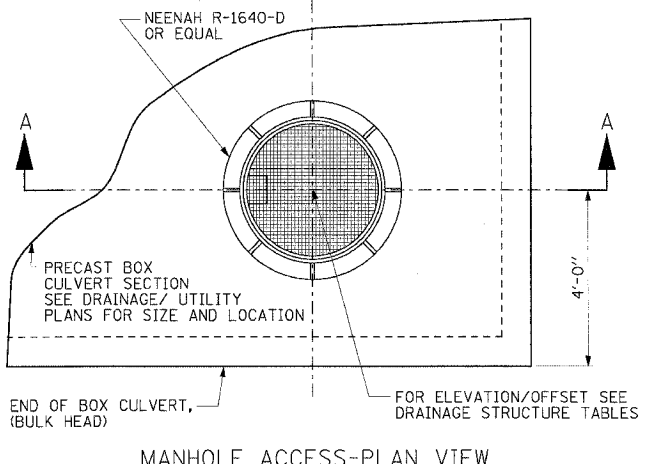
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
MISC. CONSTRUCTION DETAILS
US ROUTE 30
SHEET 1 OF 4
SCALE: VERT. NONE
HORIZ. NONE
DATE: 3/1/05
DRAWN BY: SNH
CHECKED BY: KDF/AMB

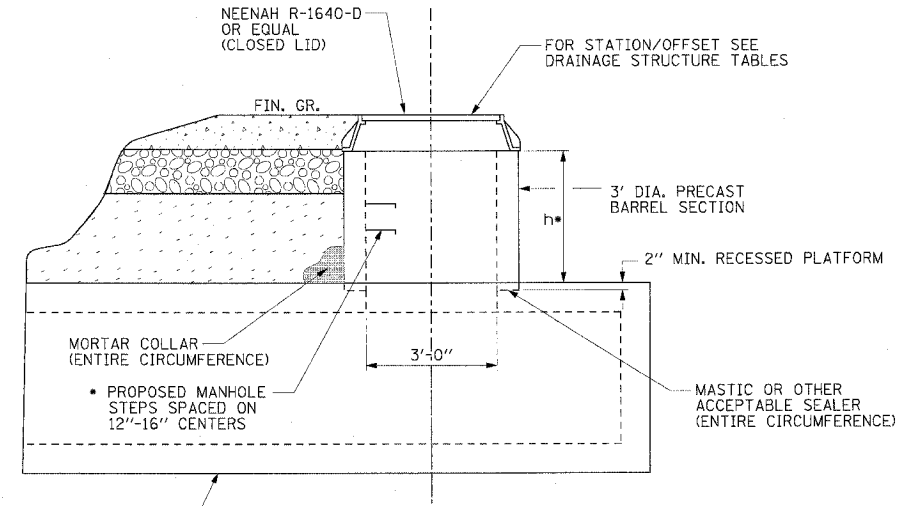
CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

I:\data\0006602\draw\bid\sheet\details-1.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I) R-3	WILL	390	238
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				



MANHOLE ACCESS-PLAN VIEW

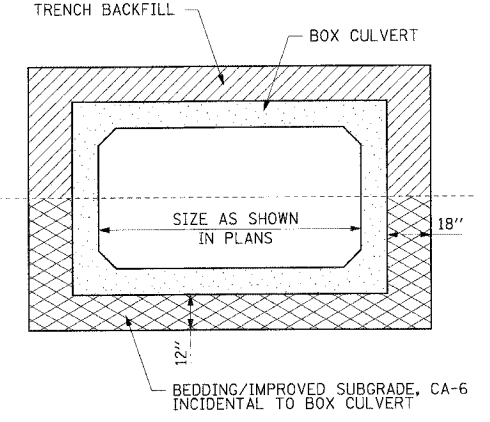


SECTION A-A

MANHOLE FOR ACCESS TO THE BOX CULVERT STRUCTURES SHALL BE PAID UNDER ITEM, MANHOLES, SPECIAL, WITH SPECIAL FRAME AND GRATE. MORTAR COLLAR AND MASTIC SEALER FOR CONNECTION SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE COST OF MANHOLE, SPECIAL, WITH SPECIAL FRAME AND CLOSED LID.

* NOTE: MANHOLE STEPS SHALL BE OMITTED IF "h" IS LESS THAN ONE FOOT HIGH

MANHOLE ACCESS FOR BOX CULVERT



BOX CULVERT BEDDING DETAIL

CONSTRUCTION METHODS

1. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICATION PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

GENERAL

- CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
- HOT MASTIC JOINT SEALER SHALL CONFORM TO SECTION 1056 AND 1057 OF THE STANDARD SPECIFICATIONS. COST IS INCLUDED IN COST OF PROPOSED STORM SEWER.
- APPLY INSTANT SETTING PORTLAND CEMENT WATER-STOP IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS. COST IS INCLUDED IN COST OF PROPOSED STORM SEWER.

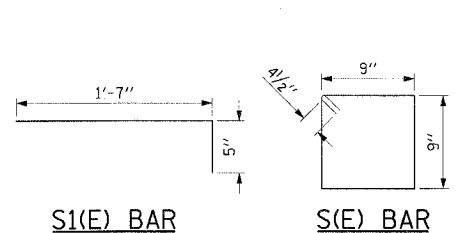
BASIS OF PAYMENT

- CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO A PROPOSED BOX CULVERT, ENCASEING PIPE WITH SEALS AND OTHER RELATED MATERIAL, LABOR AND EQUIPMENT WILL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

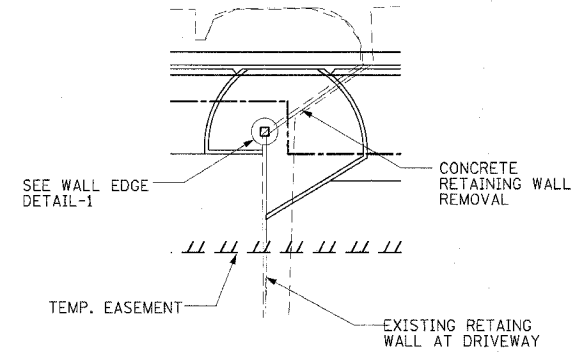
CONSTRUCTION SEQUENCE

- CUT THE PROPOSED END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- CONNECT THE PIPE TO THE BOX CULVERT LEAVING A MINIMUM OF 12 X 6 DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- BRICK AND MORTAR AROUND PIPE OUTSIDE PIPE. MORTAR INSIDE OF BOX CULVERT.
- PLACE CLASS SI CONCRETE AROUND THE JOINT.

- GENERAL
- CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE BOX CULVERT. ALL DEBRIS WHICH ENTERS THE BOX CULVERT MUST BE REMOVED. THE BOX CULVERT MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
 - CARE MUST BE TAKEN TO PREVENT ANY PART OF MANHOLE BARREL SECTION FROM PROJECTING INTO THE PROPOSED BOX CULVERT.
 - MASTIC JOINT SEALER SHALL CONFORM TO SECTION 1056 AND 1057 OF THE STANDARD SPECIFICATIONS.

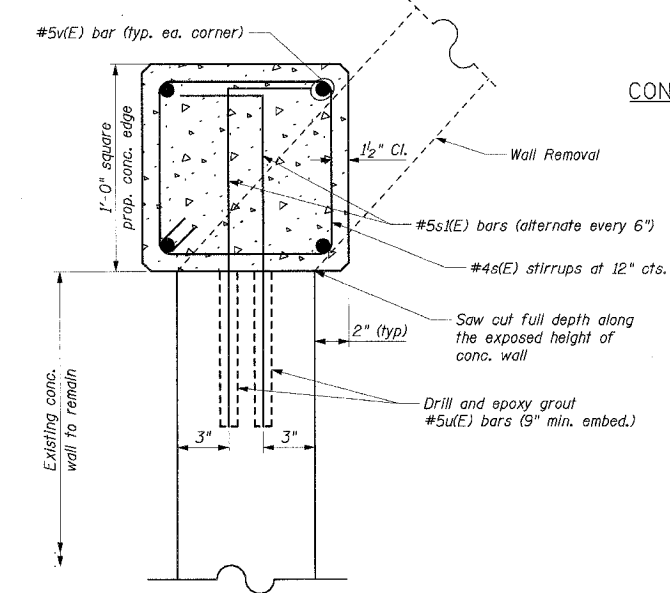


NOTE: Proposed wall edge to be extended 18" below finish grade.

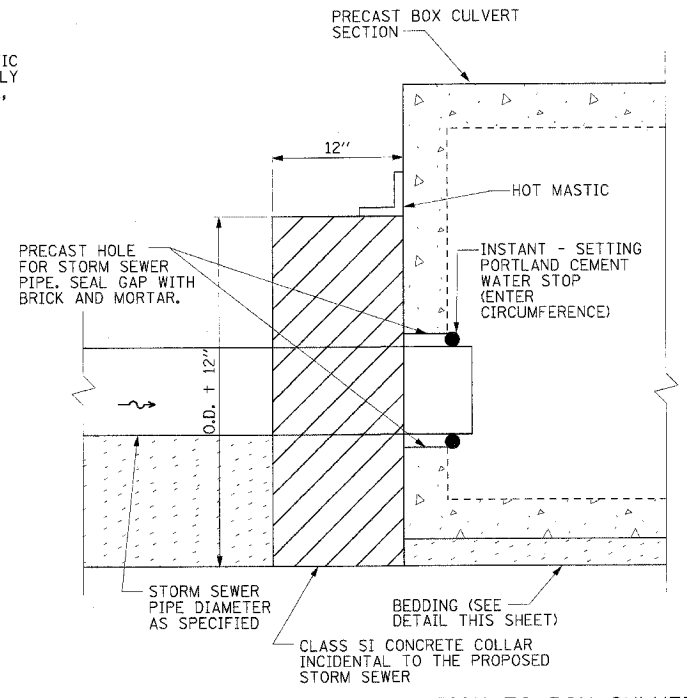


END OF EXISTING CONCRETE RETAINING WALL

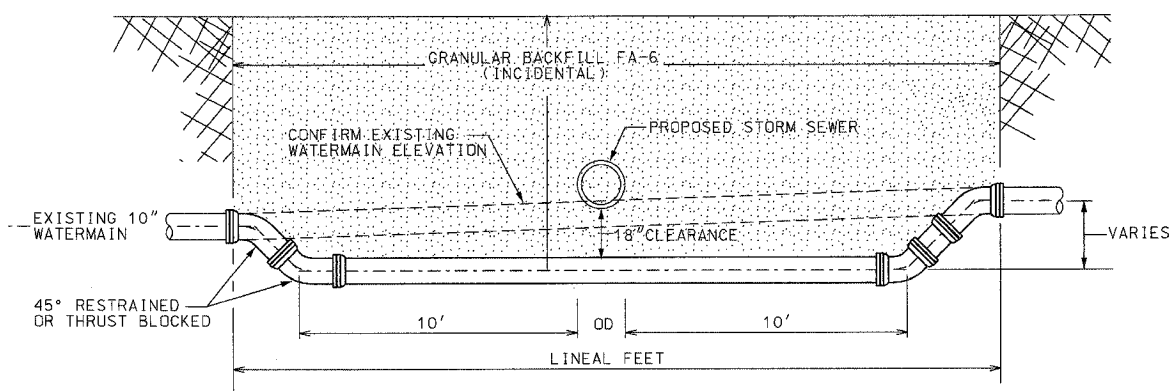
STA. 741+83.76



WALL EDGE DETAIL-1 - SECTION



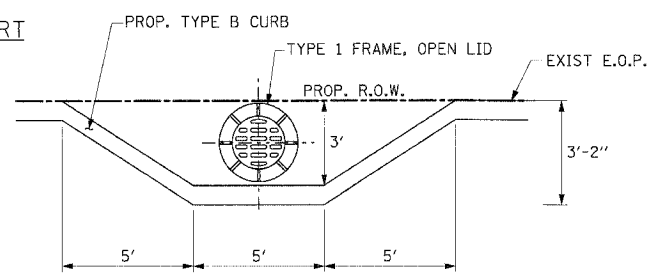
STORM SEWER CONNECTION TO BOX CULVERT



TYPICAL DETAIL ADJUSTING WATERMAIN*

STORM SEWER CONFLICT REF. SEC. 41-2.01 STD. SPECS

*18" CLEARANCE, 10' EACH SIDE PLUS SEWER D.D.



TYPE B CURB DETAIL FOR TYPE 1 FRAME AND LID

STA. 747+82

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MISC. CONSTRUCTION DETAILS

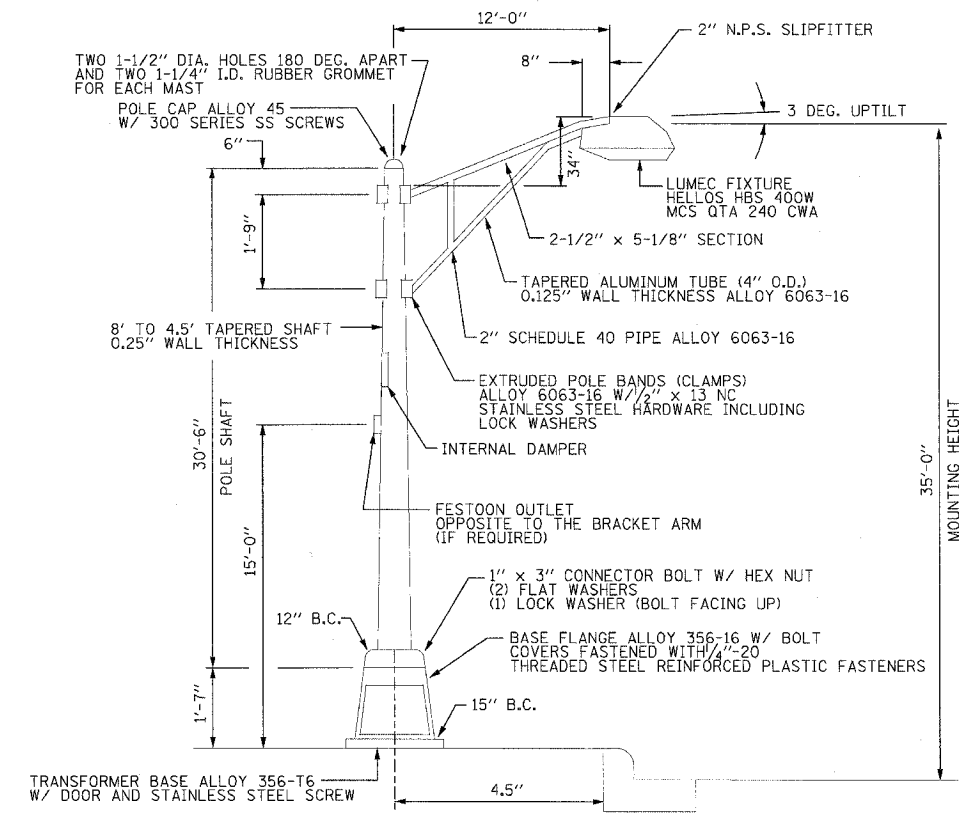
US ROUTE 30 SHEET 2 OF 4

SCALE: VERT. NONE HORIZ. NONE DATE: 3/1/05 DRAWN BY: SNH CHECKED BY: SBP/AMB

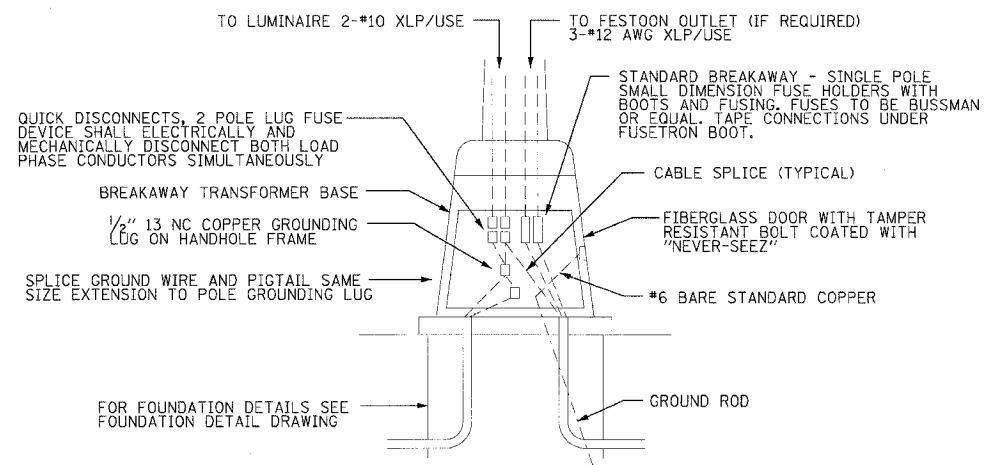


I:\dot\0006602\draw\bid\sheet\details-2.dgn

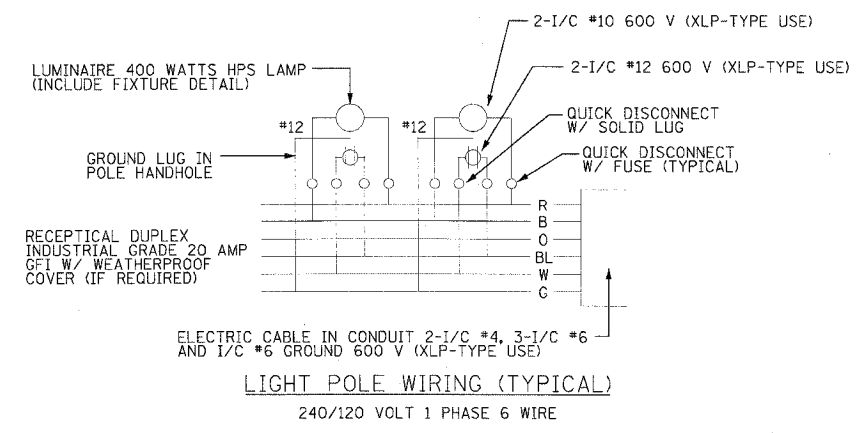
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	239
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				



STREET LIGHT DETAIL



POLE BASE DETAIL



LIGHT POLE WIRING (TYPICAL)

GENERAL NOTES

THE CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWINGS OR CATALOG CUTS FOR ALL EQUIPMENT AND MATERIALS TO THE CITY OF JOLIET FOR APPROVAL PRIOR TO FABRICATION OR INSTALLATION. FAILURE TO SUBMIT AND APPROVE MATERIAL MAY RESULT IN UNACCEPTED WORK AND/OR REINSTALLATION.

THE STREETLIGHT SYSTEM SHALL BE INSTALLED IN ACCORDANCE TO THE MOST CURRENT ADDITION OF THE "DISTRICT ONE RECURRING SPECIAL PROVISIONS FOR ROADWAY LIGHTING", THE "NATIONAL ELECTRIC CODE" AND "AASHTO".

ALL CONDUCTORS SHALL BE COPPER WITH A XLP/USE INSULATION RATING.

THE CONTRACTOR SHALL PROVIDE THE SERVICE CONNECTION AND METER ASSEMBLY FOR COMMONWEALTH EDISON. ALL COORDINATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

THE ELECTRICAL METER SHALL BE INSTALLED ON THE SIDE OF THE CONTROLLER OPPOSITE THAT OF ONCOMING TRAFFIC.

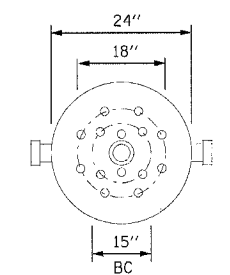
TWO RACEWAYS OR CONDUITS SHALL BE PROVIDED FOR EACH STREETLIGHT FOUNDATION. A JUNCTION OF THREE RACEWAYS OR CONDUITS SHALL UTILIZE A HANDHOLE.

PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL CONTACT THE CITY OF JOLIET ELECTRICAL DIVISION AT 815-724-3661 TO ARRANGE AN ONSITE PROJECT MEETING. CONFIRMATION OF ALL APPROVED MATERIALS AND ADDRESSING ANY FINAL QUESTIONS SHALL TAKE PLACE AT THIS TIME.

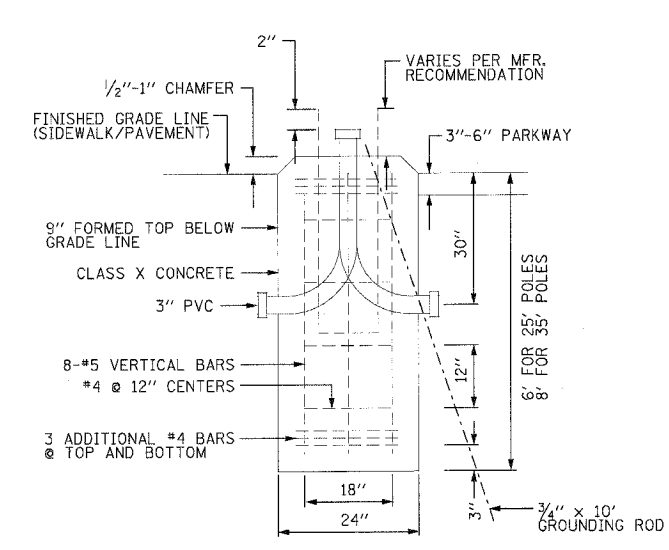
FOUNDATION INSPECTIONS WILL BE REQUIRED PRIOR TO POURING.

ALL CONDUIT BETWEEN STREETLIGHT CONTROLLER AND SERVICE CONNECTION SHALL BE RIGID GALVANIZE STEEL CONDUIT.

WATERPROOF INLINE FUSES (5 AMP) ARE TO BE INSTALLED AT THE STREETLIGHT TRANSFORMER BASE.

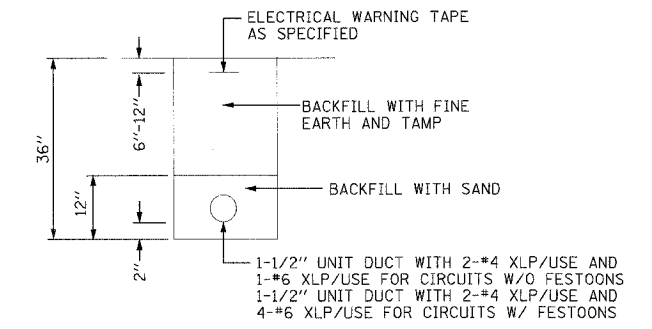


ANCHOR BOLTS
1" DIA. GALVANIZED STEEL BOLTS
1 HEX NUT
1 LOCK WASHER AND 2 FLAT WASHERS
(4 OF EACH REQUIRED)

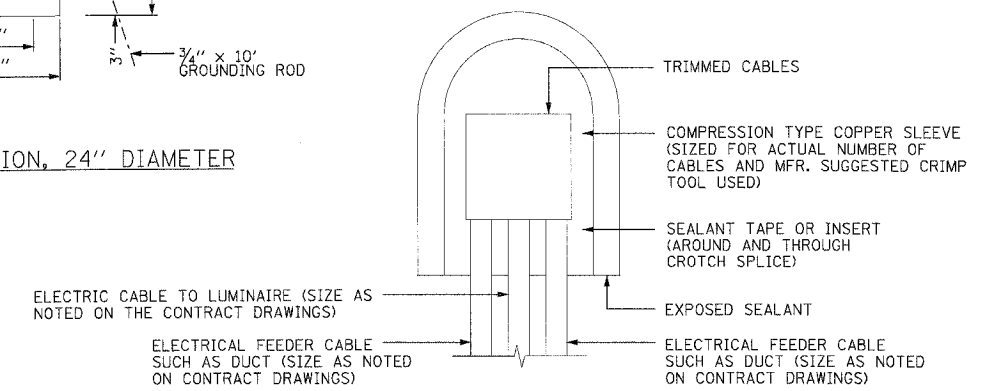


LIGHT POLE FOUNDATION, 24" DIAMETER

TYPE OF SOIL	DESIGN DEPTH OF FOUNDATION	REINFORCEMENT IN VERTICAL BARS	FOUNDATION SPIRAL
SOFT CLAY	13'-0"	8-#6 x 12'-6"	#3 x 122'
MEDIUM CLAY	9'-6"	8-#6 x 9'-0"	#3 x 90'
STIFF CLAY	7'-0"	8-#6 x 6'-6"	#3 x 66'
LOOSE SAND	9'-0"	8-#6 x 8'-6"	#3 x 85'
MEDIUM SAND	8'-3"	8-#6 x 6'-0"	#3 x 70'
DENSE SAND	7'-9"	8-#6 x 7'-6"	#3 x 73'
ROCK OR SOLIDIFIED SLAG	5'-0"	NONE	NONE



DETAIL CONDUIT AND CONDUCTORS



SPlicing ELECTRIC CABLE
NUMBER OF CABLES IN SPlice MAY VARY.

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
MISC. CONSTRUCTION DETAILS
STREET LIGHTING STANDARDS - JOLIET
US ROUTE 30
SHEET 3 OF 4

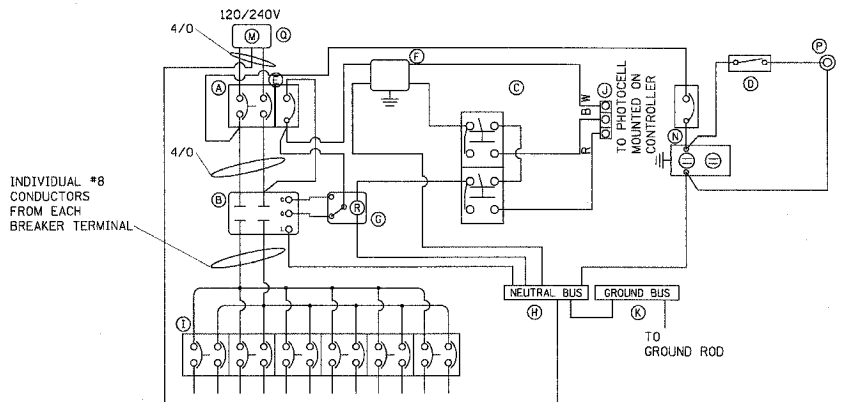
SCALE: VERT. NONE
HORIZ. NONE
DATE: 3/1/05

DRAWN BY: SNH
CHECKED BY: KDF/AMB



I:\doc\00066602\raw\sheet\details-3.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	240
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 60961				



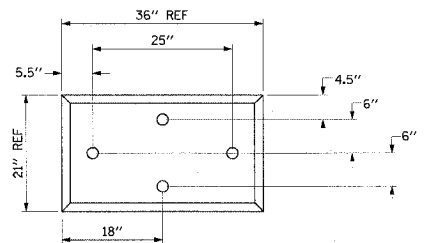
SCHEDULE OF DEVICES

A.	1	MAIN BREAKER 2P/200A C/H JDB2200
B.	1	CONTRACTOR 2P/200A SQ. D PBV10 V38
C.	1	H-O-A SWITCH SQ. D 9001 KYK-111
D.	1	RESERVED
E.	1	BREAKER 1P/15A C/H EHD1015
F.	1	SURGE ARRESTOR EDCO SHA 2403
G.	1	CONTROL RELAY MAGNECRAFT W389ACX-9
H.	1	NEUTRAL BUS
I.	1	BRANCH BREAKER 2P/30A C/H EHD2030
J.	1	PHOTOCELL FISHER-PIERCE FA-105M
K.	1	GROUND BUS
N.	1	RECEPTACLE 20A GFCI LEVITON 6899
O.	1	DOOR SWITCH OMRON A2000/BK
P.	1	LIGHT FIXTURE RAB VX1000G
Q.	1	METER FITTING MILBANK U8949

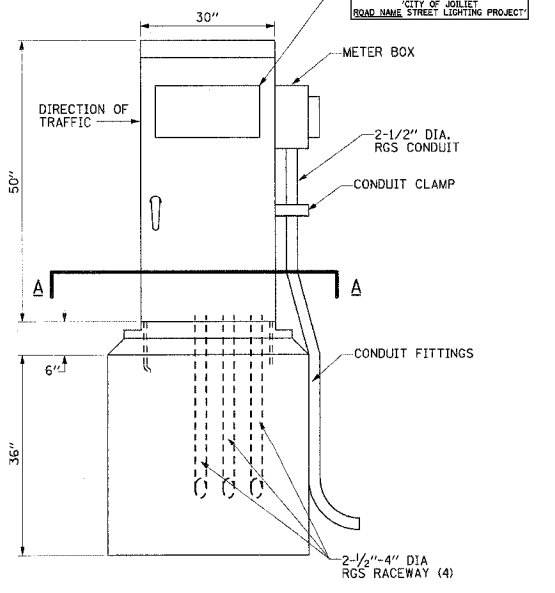
POWER WIRING RHH/RHW
CONTROL WIRING # 12 MTW

NEUTRAL BUS CONNECTOR SCREWS PAINTED WHITE
GROUND BUS CONNECTOR SCREW PAINTED GREEN

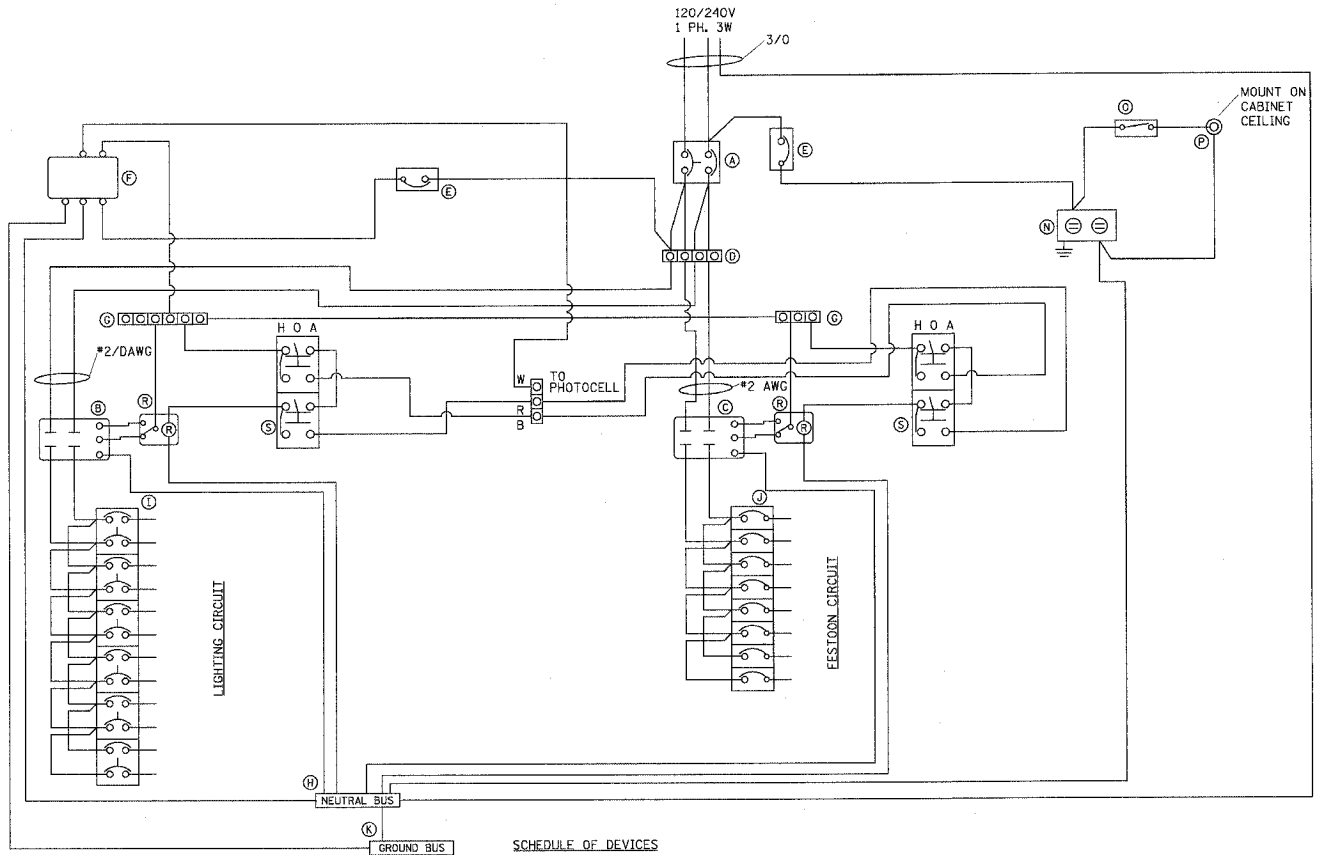
STREETLIGHTS WITHOUT FESTOON OUTLETS



VIEW A-A



CABINET AND FOUNDATION DETAIL



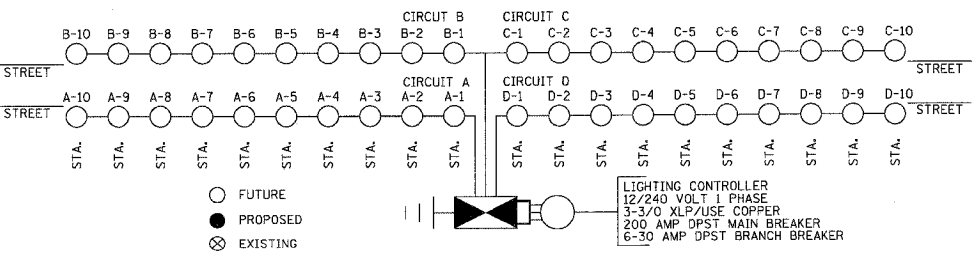
SCHEDULE OF DEVICES

A.	1	MAIN BREAKER 2P, 200A C/H PDB2200
B.	1	CONTRACTOR 2P, 200A SQ. D PBV10 V38
C.	1	CONTRACTOR 2P, 60A SQ. D PBV10 V38
D.	1	TERMINAL BLOCK - 8 TERMINAL
E.	1	CONTROL BREAKER 1P, 15A C/H DHD1015
F.	1	SURGE ARRESTOR 5 - WIRE EDCO SHA-2403
G.	1	TERMINAL BLOCK - 8 TERMINAL
H.	1	NEUTRAL BUS
I.	1	CIRCUIT BREAKER 2P, 30A C/H EHD2030
J.	1	CIRCUIT BREAKER 1P, 30A C/H EHD1030
K.	1	GROUND BUS
N.	1	DUPLEX RECEPTACLE 20A GFCI LEVITON 6899
O.	1	DOOR SWITCH OMRON A2000/BK
P.	1	LIGHT FIXTURE RAB VX1000G
R.	1	CONTROL RELAY MAGNECRAFT W389ACX9
S.	1	H-O-A SWITCH SQ. D 9001 KYK III

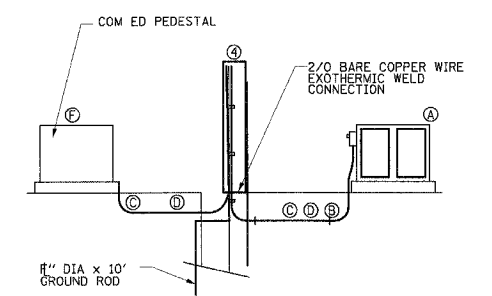
POWER WIRING RHH/RHW
CONTROL WIRING # 12 MTW

NEUTRAL BUS CONNECTOR SCREWS PAINTED WHITE
GROUND BUS CONNECTOR SCREW PAINTED GREEN

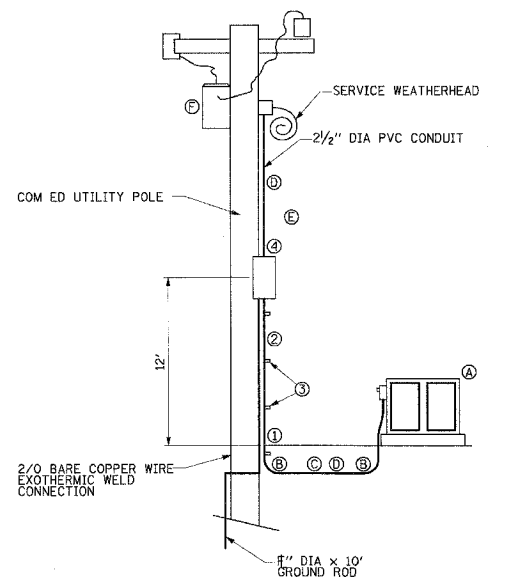
STREETLIGHTS WITH FESTOON OUTLETS



ONE LINE DIAGRAM



PEDESTAL SERVICE



- ④ LIGHTING CONTROL CABINET, CONSOLE TYPE
- ⑤ 2-1/2" RGS CONDUIT IN TRENCH
- ⑥ 2-1/2" RGS CONDUIT IN TRENCH, OR PUSHED AS REQUIRED
- ⑦ ELECTRICAL CABLE IN CONDUIT ALLOW ENOUGH CABLE FOR CONNECTION TO TRANSFORMER
- ⑧ ELECTRICAL SERVICE INSTALLATION
 - ① 2-1/2" RGS CONDUIT
 - ② CONDUIT SEALING BUSHING
 - ③ GALVANIZED CONDUIT CLAMPS AND GALVANIZED LAG SCREWS (5" SPACING)
 - ④ NEMA 3R ENCLOSURE WITH 200 AMP BREAKER AND NEUTRAL BUSS
- ⑨ ELECTRICAL UTILITY SERVICE CONNECTION. COMMONWEALTH EDISON CO. SHALL BE CONTACTED BEFORE THE INSTALLATION OF POWER SUPPLY

SERVICE & DISCONNECT

REVISIONS	
NAME	DATE

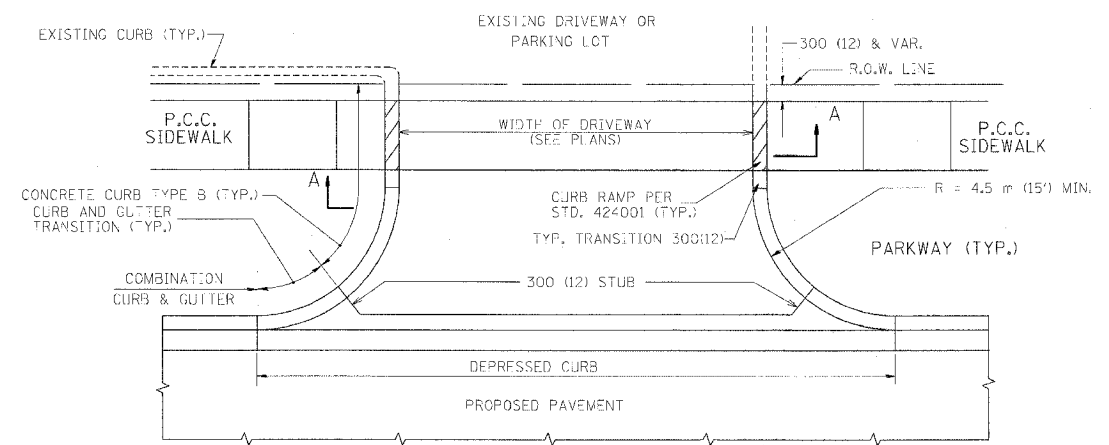
ILLINOIS DEPARTMENT OF TRANSPORTATION
MISC. CONSTRUCTION DETAILS
STREET LIGHTING STANDARDS - JOLIET
US ROUTE 30
SHEET 4 OF 4

SCALE: VERT. NONE
HORIZ. NONE
DATE: 3/1/05
DRAWN BY: SNH
CHECKED BY: AMB

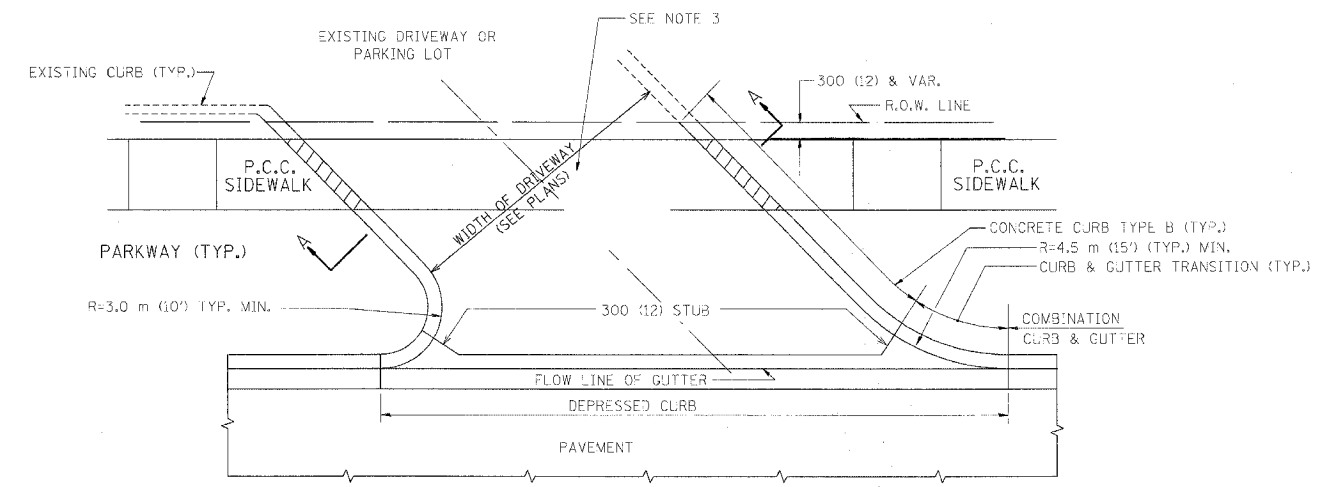


I:\c00006902\craw\bid\sheet\details-4.dgn

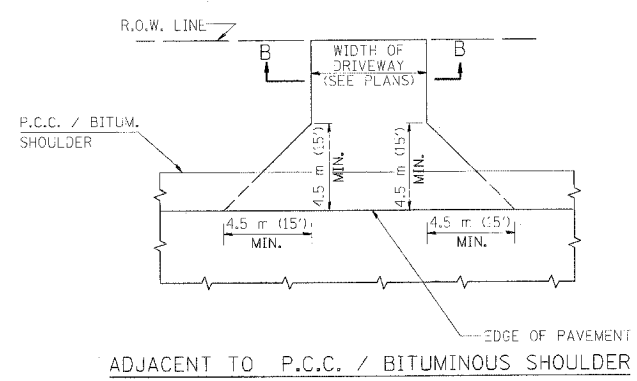
P. & S. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I) R-3	WILL	390	241
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT
CONTRACT NO. 60961				



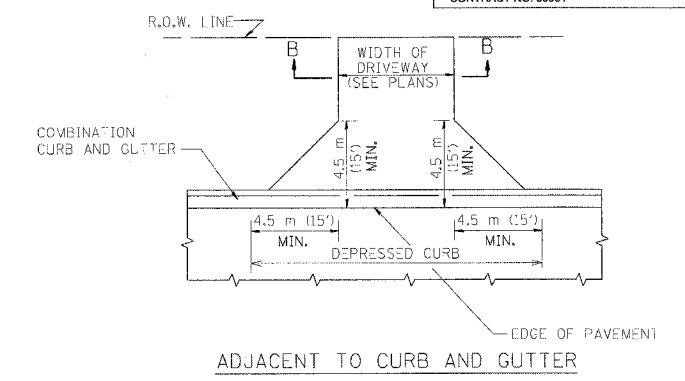
WITH CONCRETE CURB, TYPE B



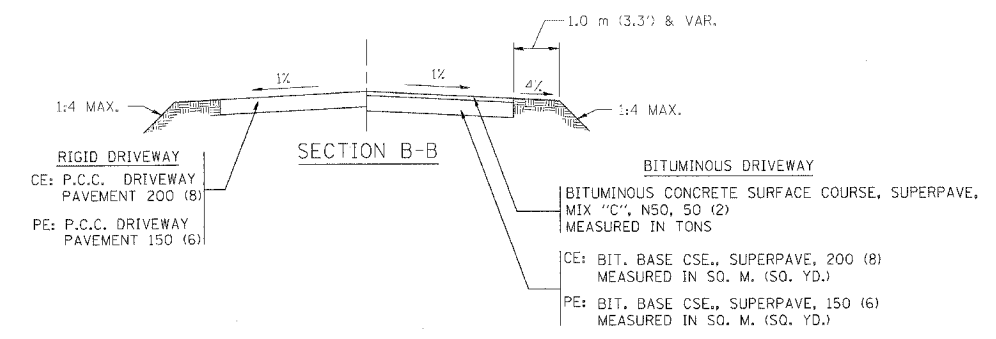
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / BITUMINOUS SHOULDER



ADJACENT TO CURB AND GUTTER



CE: P.C.C. DRIVEWAY PAVEMENT 200 (8)
 PE: P.C.C. DRIVEWAY PAVEMENT 150 (6)

BITUMINOUS DRIVEWAY
 BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 50 (2) MEASURED IN TONS
 CE: BIT. BASE CSE., SUPERPAVE, 200 (8) MEASURED IN SQ. M. (SQ. YD.)
 PE: BIT. BASE CSE., SUPERPAVE, 150 (6) MEASURED IN SQ. M. (SQ. YD.)

RURAL FIELD ENTRANCE (FE)
 BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "C", N50, 50 (2) MEASURED IN TONS
 AGGREGATE BASE CSE., TYPE A 200 (8) MEASURED IN SQ. M. (SQ. YD.)

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

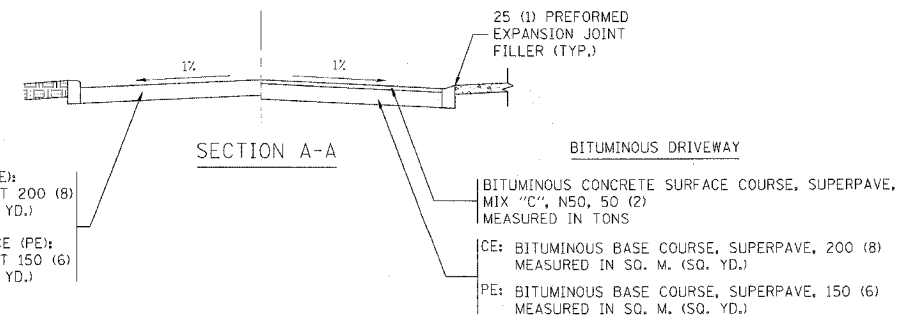
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 1.2 METERS (4 FEET) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

25 (1) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.



RIGID DRIVEWAY
 COMMERCIAL ENTRANCE (CE):
 P.C.C. DRIVEWAY PAVEMENT 200 (8)
 MEASURED IN SQ. M. (SQ. YD.)
 NON-COMMERCIAL ENTRANCE (PE):
 P.C.C. DRIVEWAY PAVEMENT 150 (6)
 MEASURED IN SQ. M. (SQ. YD.)

BITUMINOUS DRIVEWAY
 BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 50 (2) MEASURED IN TONS
 CE: BITUMINOUS BASE COURSE, SUPERPAVE, 200 (8) MEASURED IN SQ. M. (SQ. YD.)
 PE: BITUMINOUS BASE COURSE, SUPERPAVE, 150 (6) MEASURED IN SQ. M. (SQ. YD.)

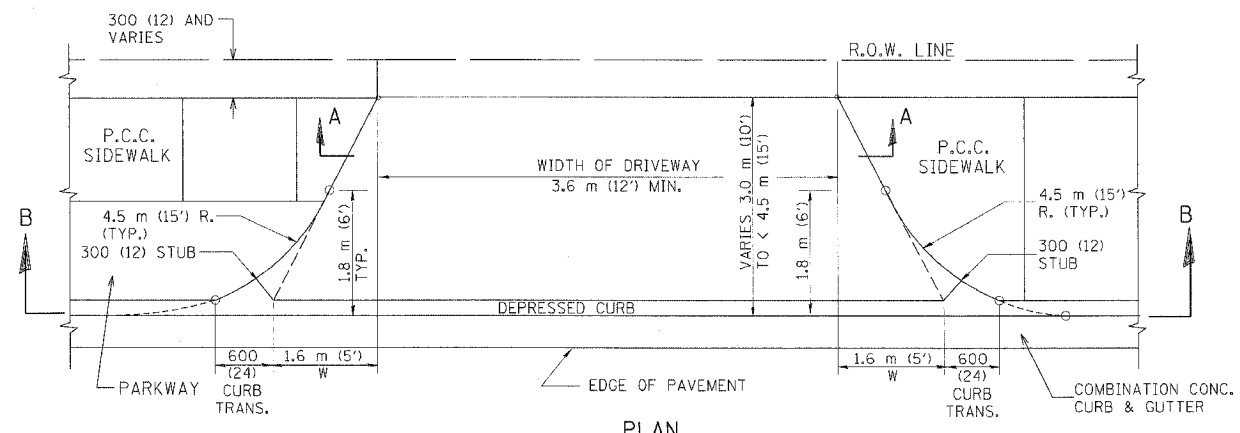
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DRIVEWAY DETAILS
 DISTANCE BETWEEN R.O.W. AND FACE OF CURB / EDGE OF SHOULDER >= 4.5 m (15')

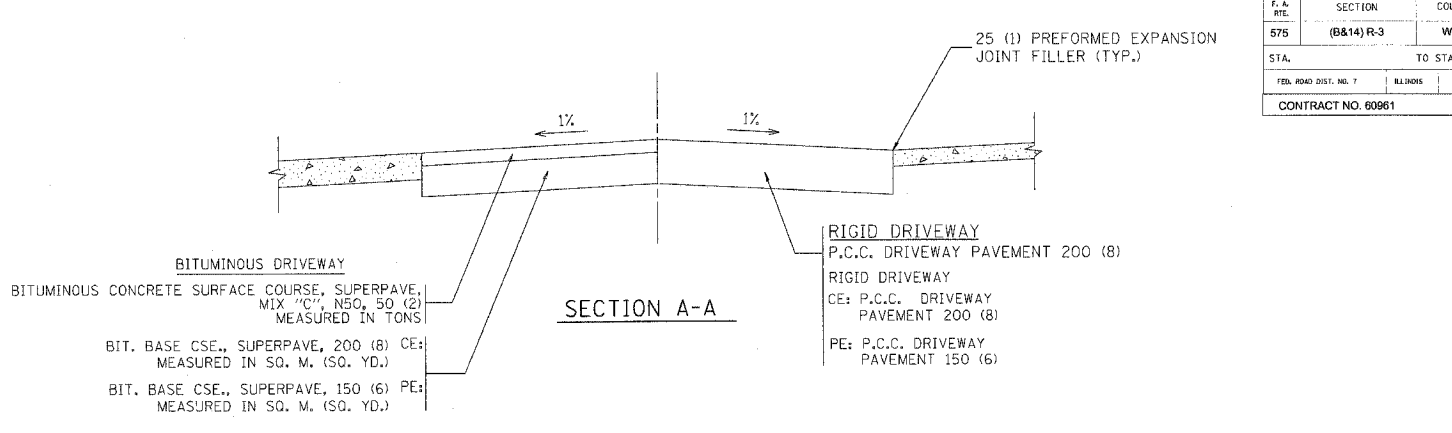
REVISIONS	
NAME	DATE
P. LOFLEUR	04-15-03
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01

SCALE: NONE
 DATE PLOTTED: 04/17/2003
 DRAWN BY: SG
 CHECKED BY: JFP

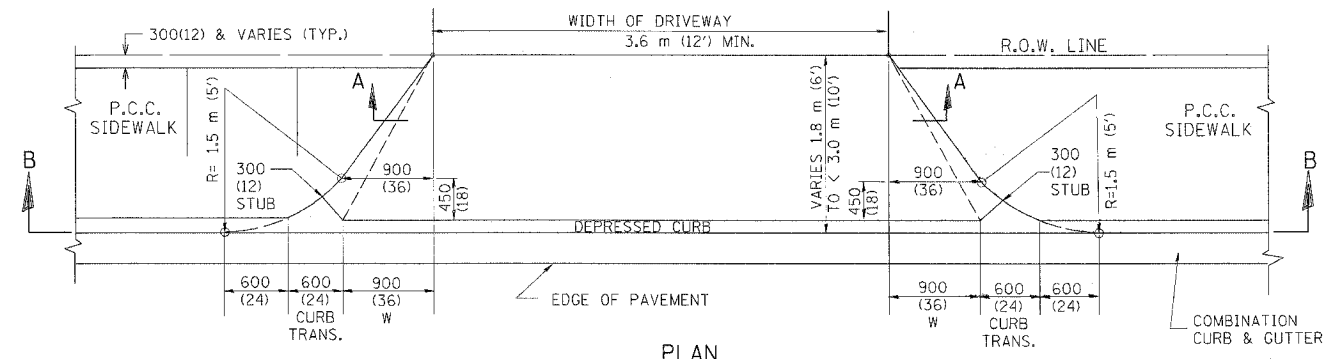
F.A. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	300	242
STA.	TO STA.			
FED. ROAD DIST. NO. 7	BLINDS	FED. AID PROJECT		
CONTRACT NO. 60961				



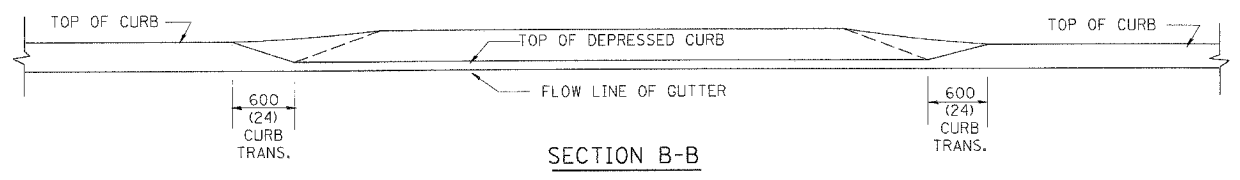
PLAN
3.0 m (10') TO < 4.5 m (15')



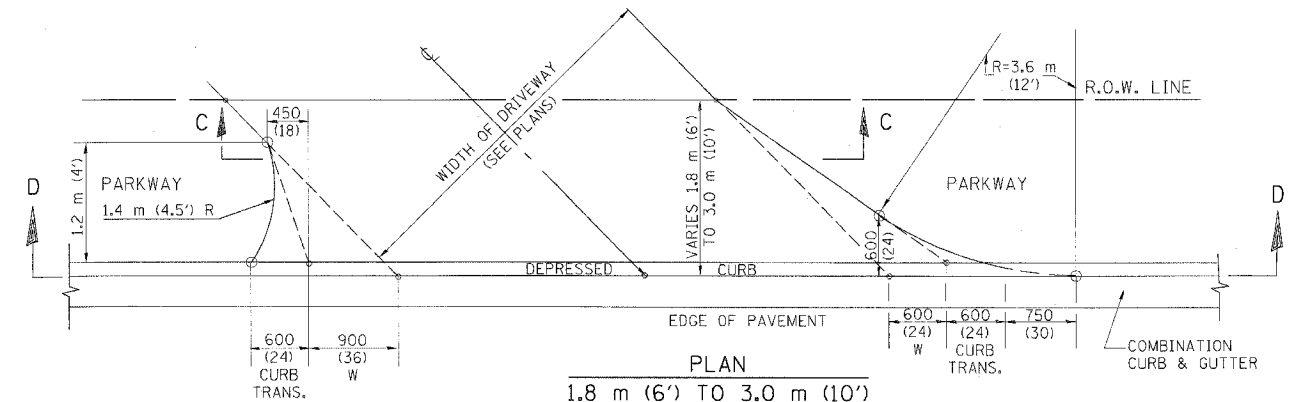
SECTION A-A



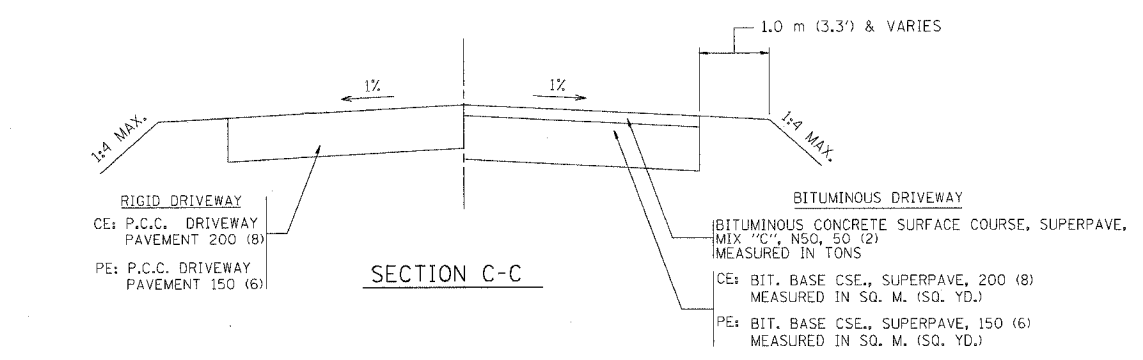
PLAN
1.8 m (6') < 3.0 m (10')



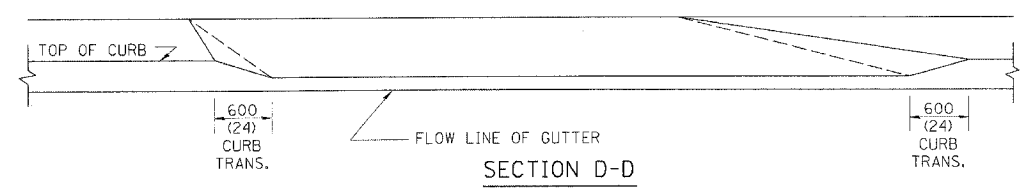
SECTION B-B



PLAN
1.8 m (6') TO 3.0 m (10')



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 2.4 M (8'), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

25 (1) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 900 (36) TO 1.5 m (5 FT.) PROPORTIONAL TO THE LENGTH (L), FROM 1.8 m (6 FT.) TO 3 m (10 FT.).

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS

DISTANCE BETWEEN ROW AND FACE OF CURB < 4.5 m (15')

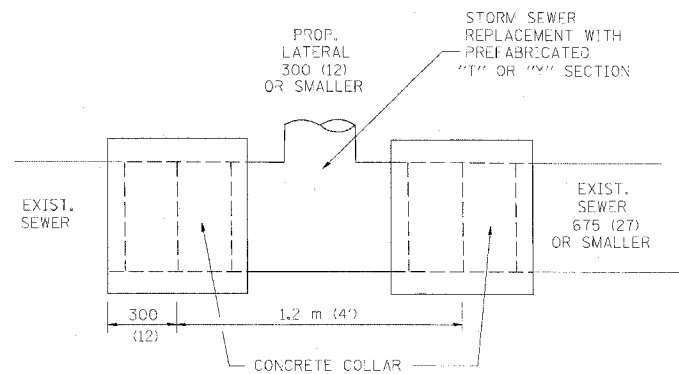
REVISIONS	
NAME	DATE
P. LOFLEUR	04/15/03
M. GOMEZ	04/06/01
R. SHAH	11/06/95
J. POLLASTRINI	08/12/96
J. POLLASTRINI	12/14/96
A. ABBAS	03/21/97
T. HOLTZ	04/08/97

SCALE: NONE
DATE PLOTTED: 04/17/2003

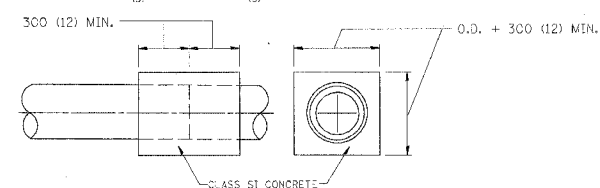
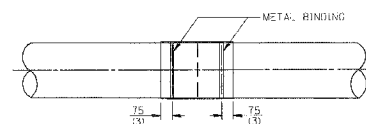
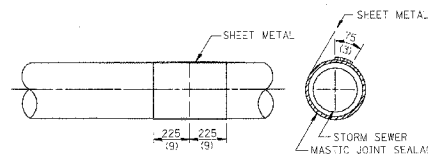
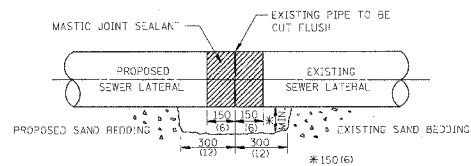
DRAWN BY: SG
CHECKED BY: JFP
BD400-02 (80-02)

REVISION DATE: 04/15/03

F. A. BIL.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	243
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				



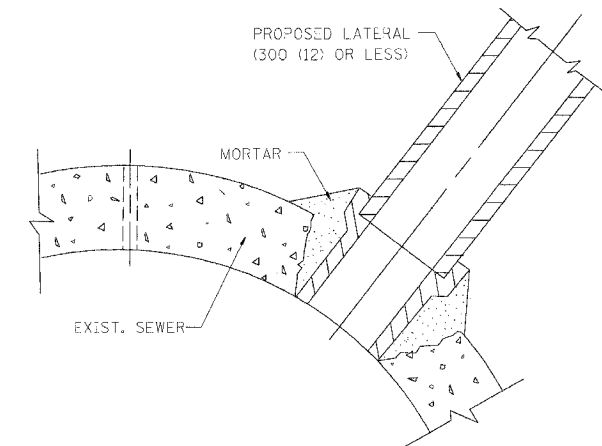
DETAIL "A"
LATERAL CONNECTION TO EXISTING SEWER
OF 675 (27) OR SMALLER



DETAIL "B"
CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 150 (6) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 300 x 150 (12 x 6) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 1/2 (0.0418) 450 (18) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 75 (3) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 225 (9) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 75 (3) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT COZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"
PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 750 (30) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

- PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 675 (27) OR SMALLER SEE DETAIL "A" AND "B".
- PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 750 (30) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS. THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

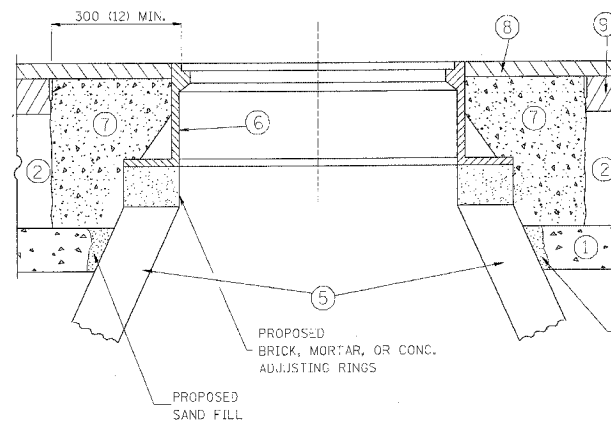
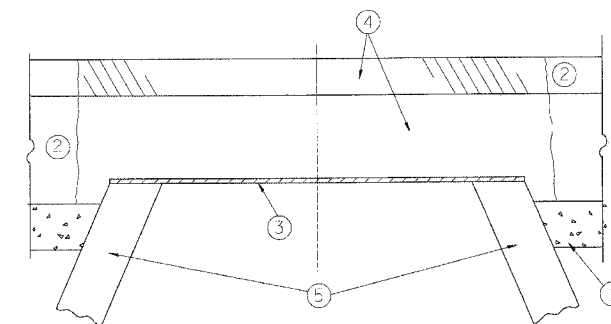
REVISIONS	
NAME	DATE
M. DE YONG	07/25/90
M. DE YONG	02/05/92
M. DE YONG	05/08/92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	06/12/96

SCALE: NONE
DATE 10/18/2002

DRAWN BY CADD
CHECKED BY

BD500-01 (BD-7)
REVISION DATE: 06/12/96

K. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I4) R-3	WILL	390	244
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT
CONTRACT NO. 60961				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 300 (12) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 900 (36) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 40 (1 1/2) THICK BITUMINOUS MATERIAL APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE BITUMINOUS MATERIAL AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 900 (36) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND BITUMINOUS MATERIAL
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL
- ⑧ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE
- ⑨ PROPOSED BITUMINOUS CONCRETE BINDER COURSE

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT: FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04

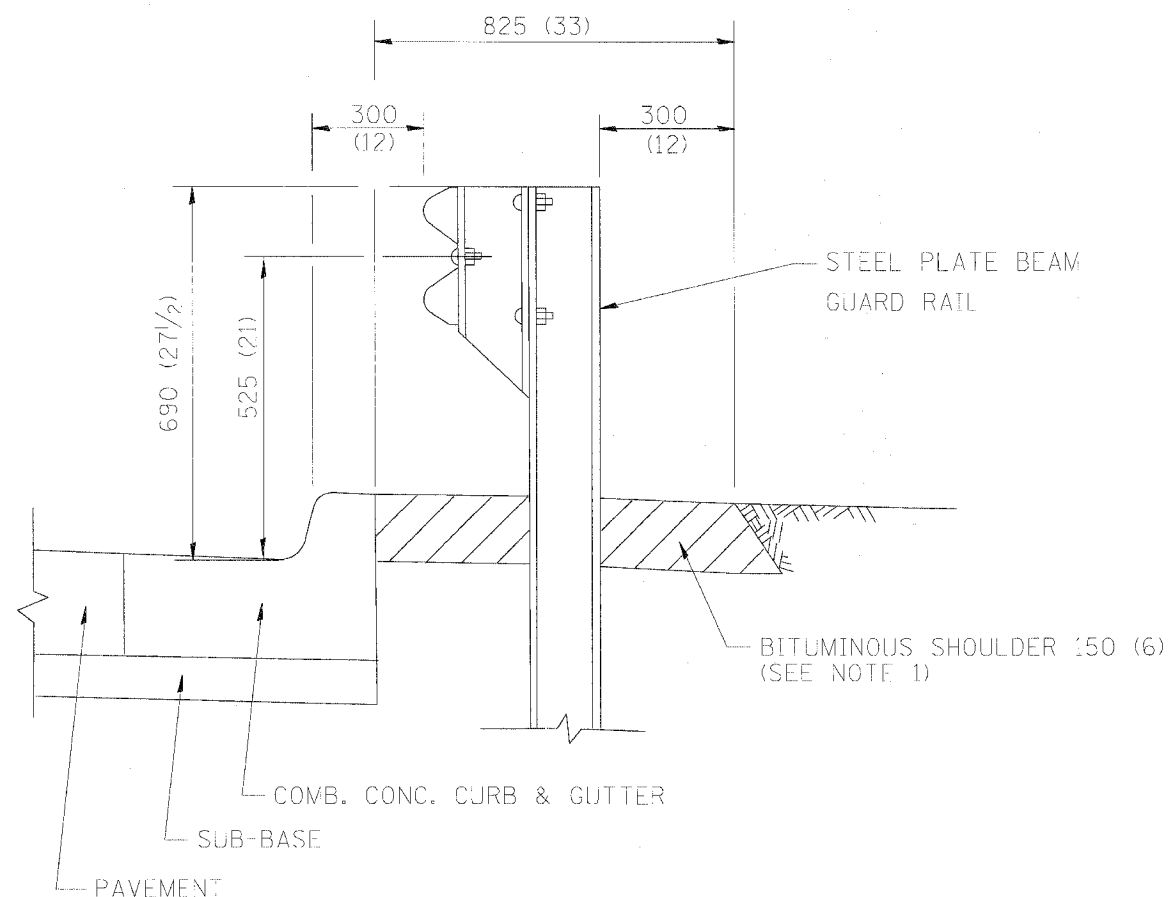
SCALE: NONE
DATE: 05/17/2004

DRAWN BY
CHECKED BY

BD600-03 (BD-8)

REVISION DATE: 05/17/04

F. & E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I) R-3	WILL	390	245
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				

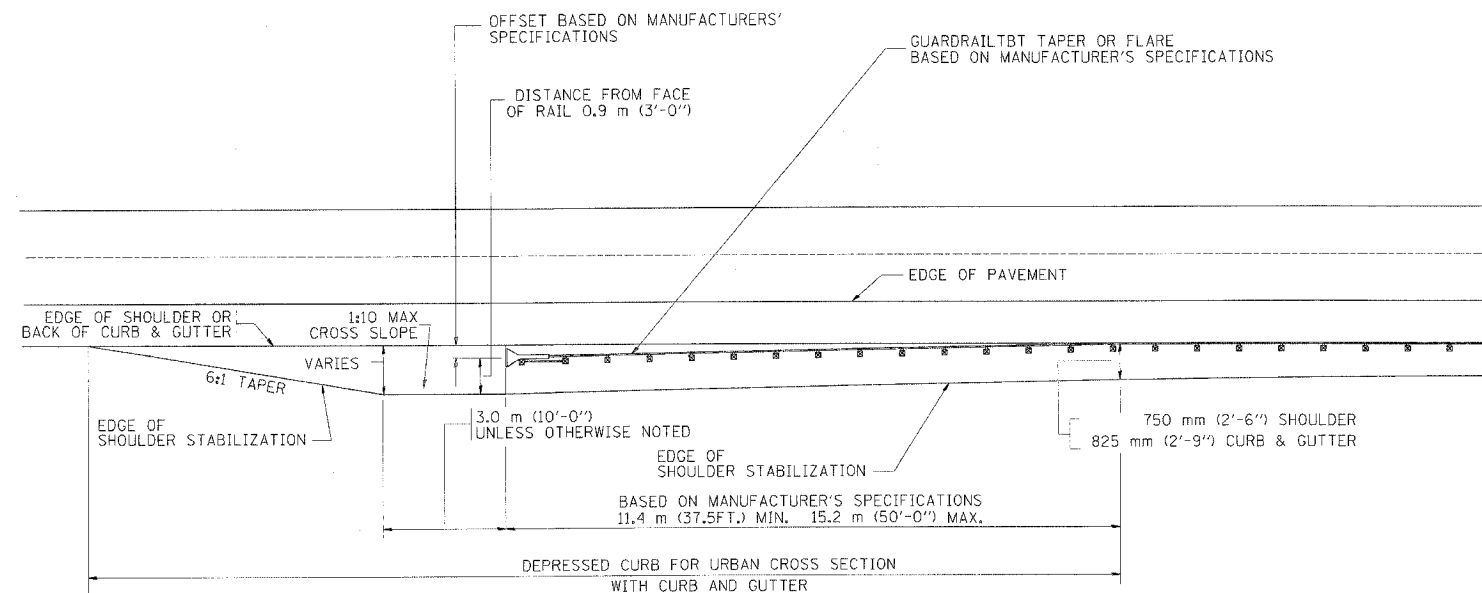


- NOTES: 1. THE BITUMINOUS SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: BITUMINOUS SHOULDER 150 (6) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER m² (sq. yd.) AS "BITUMINOUS SHOULDER 150 (6)."

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER [FOR ROADWAY SPEED 60 kmh (35 MPH) TO 70 kmh (45 MPH)]



STABILIZATION AT TBT TY. 1 SPL.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DETAILS FOR
 STEEL PLATE BEAM GUARD RAIL
 ADJACENT TO CURB AND GUTTER
 STABILIZATION AT TBT TY 1 SPL.

REVISIONS	
NAME	DATE
M. DE YONG	09-22-90
M. DE YONG	07-14-92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	02/23/95
A. ABBAS	03/21/97
E. GOMEZ	08/28/00

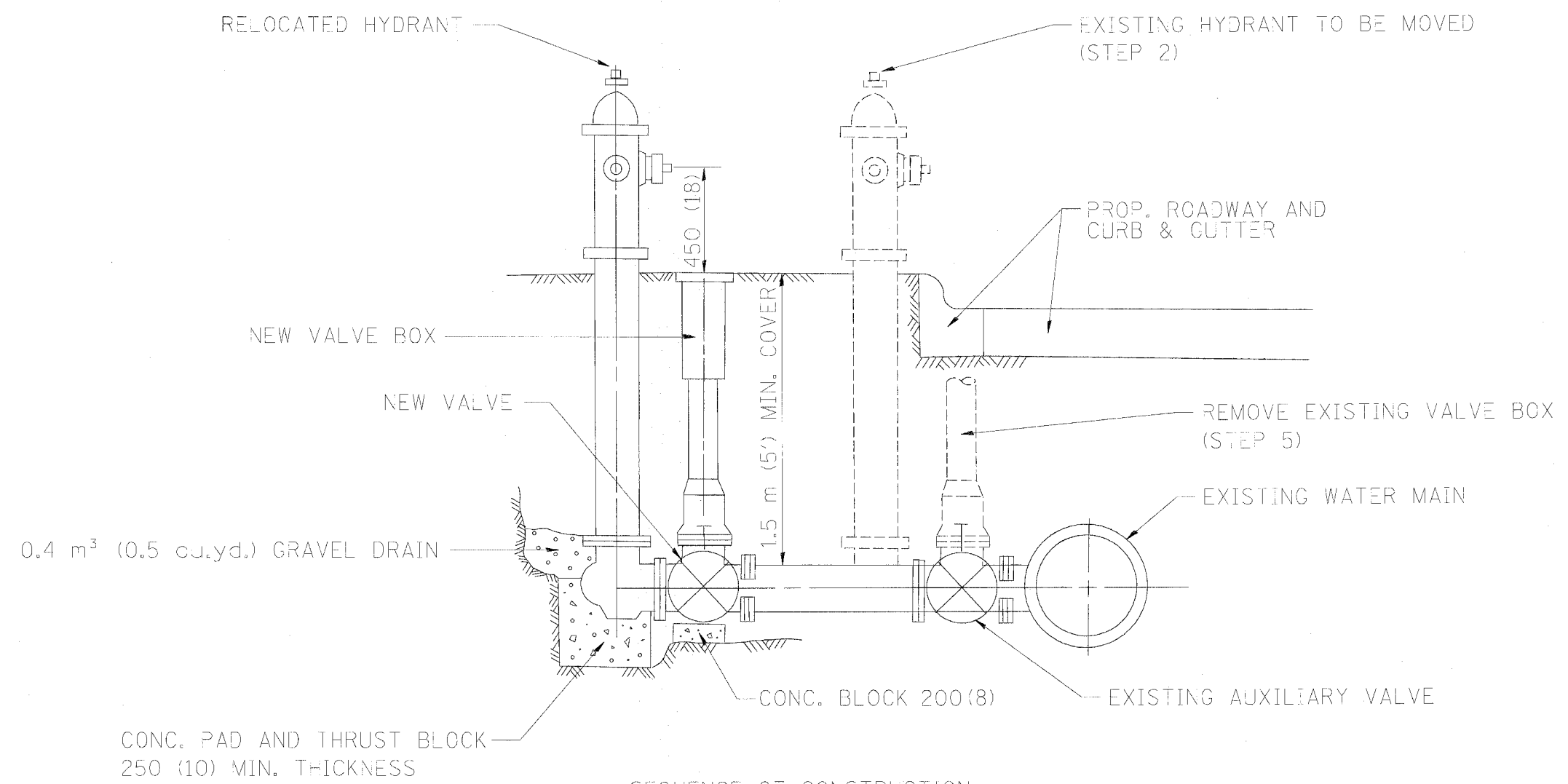
SCALE: NONE
 DATE 10/18/2002

DRAWN BY Jjs
 CHECKED BY

BD600-10 (BD 34)
 REVISION DATE: 08/28/00

DATE TIME
 DGN-SPEC
 V-BD34

F. & P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	380	246
STA.		TO STA.		
FED. ROAD DIST. NO.		SHEETS		FED. AID PROJECT
CONTRACT NO. 60961				



SEQUENCE OF CONSTRUCTION:

1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

ILLINOIS DEPARTMENT OF TRANSPORTATION

FIRE HYDRANT TO BE MOVED

REVISIONS	
NAME	DATE
R. SHAH	09/09/94
R. SHAH	10/25/94

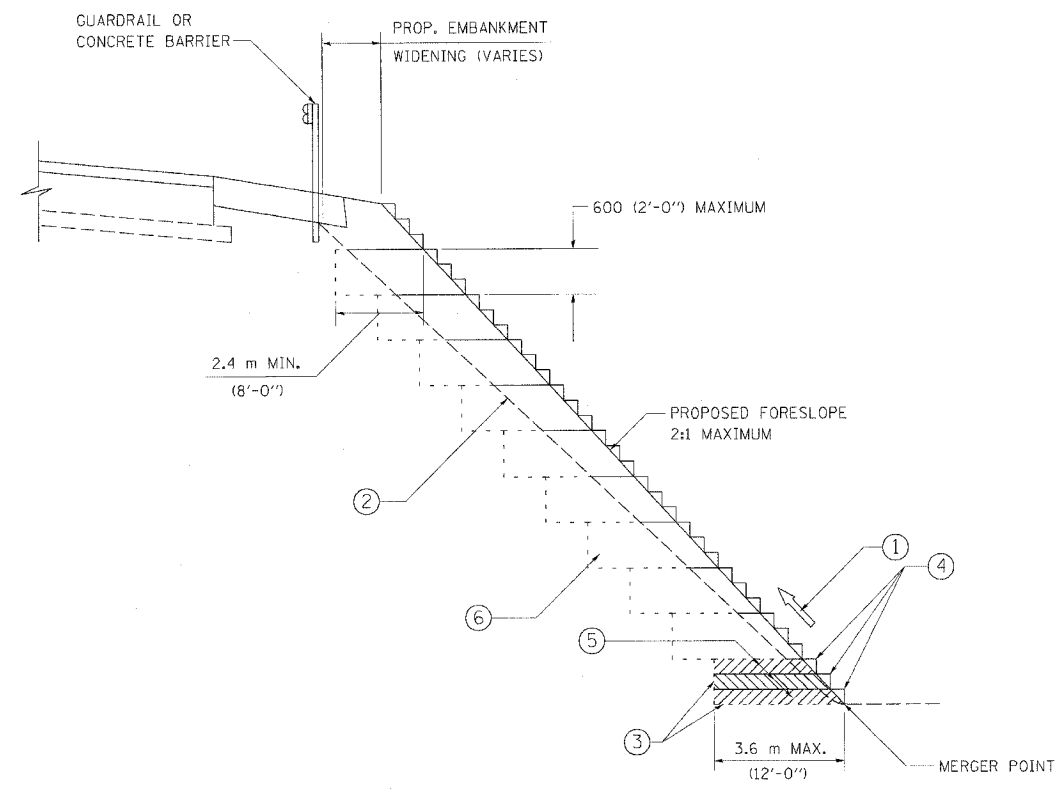
SCALE: NONE
DATE 10/18/2002

DRAWN BY
CHECKED BY
BD500-03 (BD-36)

DATE-TIME
CON-SPEC
VHBD36

REVISION DATE: 10/25/94

F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	247
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ALIGN.	FED. AID PROJECT		
CONTRACT NO. 60961				



TYPICAL BENCHING DETAIL
FOR EMBANKMENT

NOTES:

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.04 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 200 (8-INCH) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.06 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION (SPECIAL)". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

ILLINOIS DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT
WIDENING

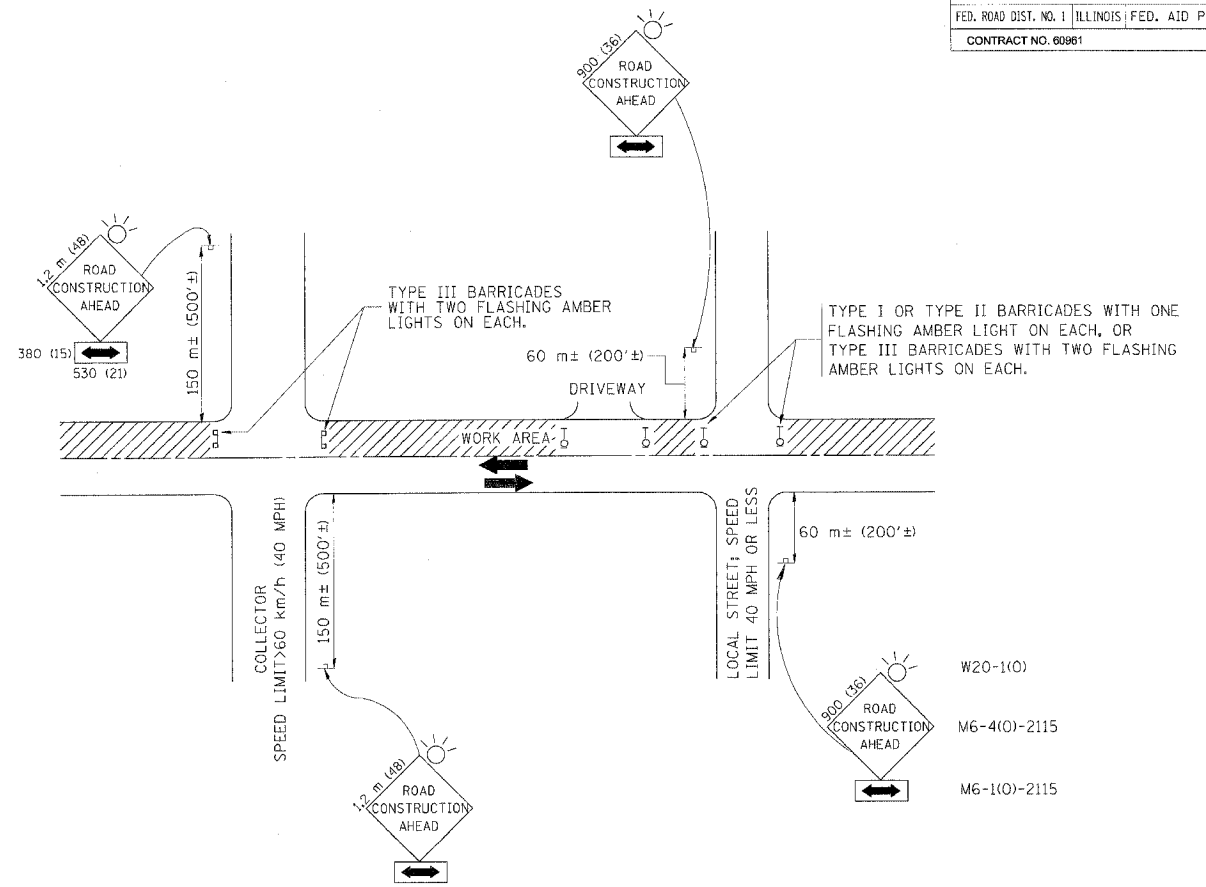
REVISIONS	
NAME	DATE

SCALE: NONE
DATE: 10/18/2002

DRAWN BY: CADD
CHECKED BY: S.E.B.
BD-51

REVISION DATE:

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14)R-3	WILL	390	248
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

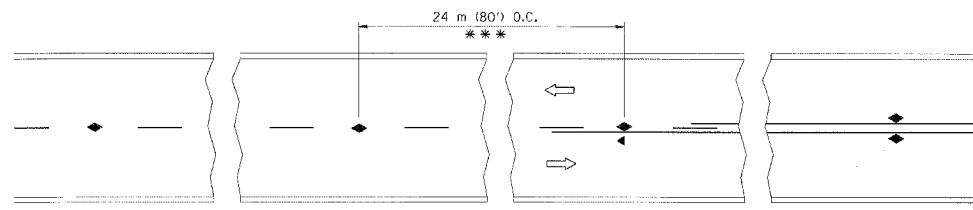
ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION
 FOR
 SIDE ROADS, INTERSECTIONS, AND
 DRIVEWAYS**

SCALE: VERT.
 HORIZ.
 DATE 10/18/2002

DRAWN BY
 CHECKED BY
 TC-10

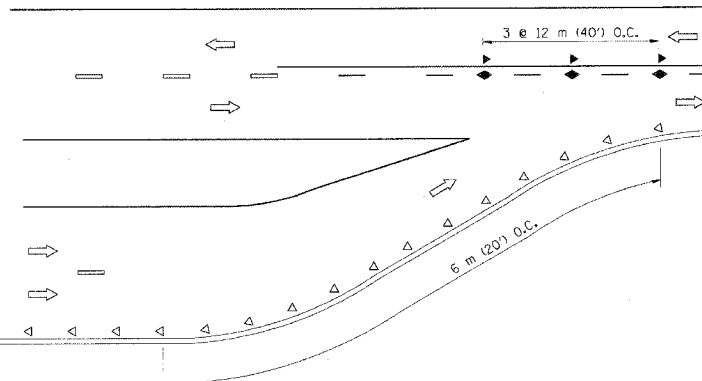
REVISION DATE: 01/06/00

S. & R.T.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	249
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				

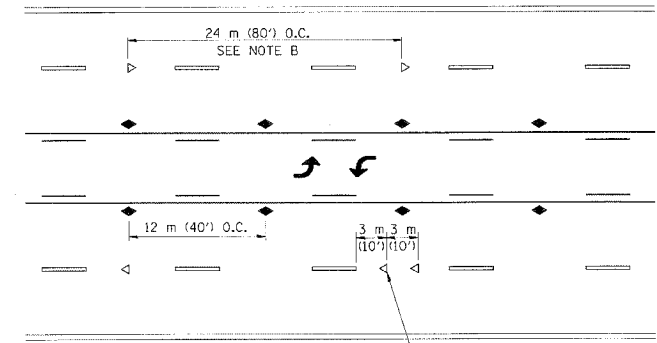


*** REDUCE TO 12 m (40') O.C. ON CURVES WITH POSTED OR ADVISORY SPEED TO 70 km/h (45 M.P.H.) OR LESS.

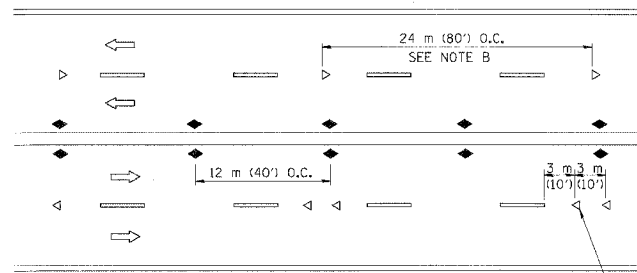
TWO-LANE/TWO-WAY



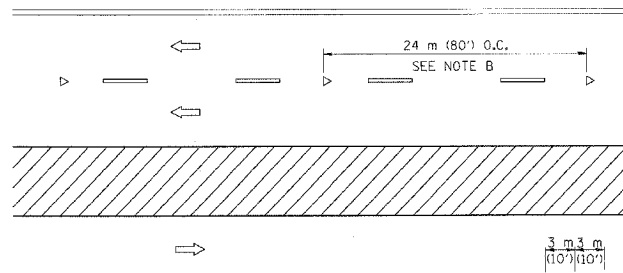
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 50 TO 75 (2 TO 3) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 150 m (500') IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

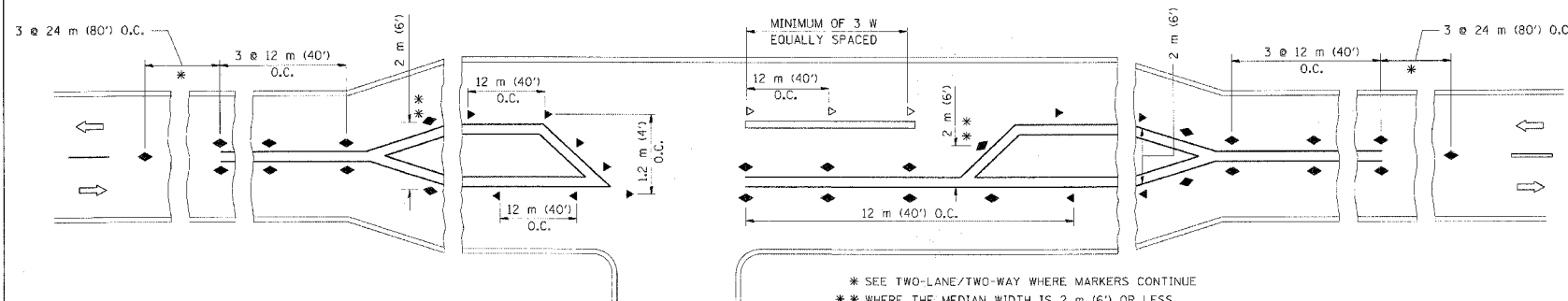
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 12 m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 20 km/h (10 M.P.H.) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 2 m (6') OR LESS USE TWO-WAY MARKERS.

All dimensions are in millimeters (inches) unless otherwise shown.

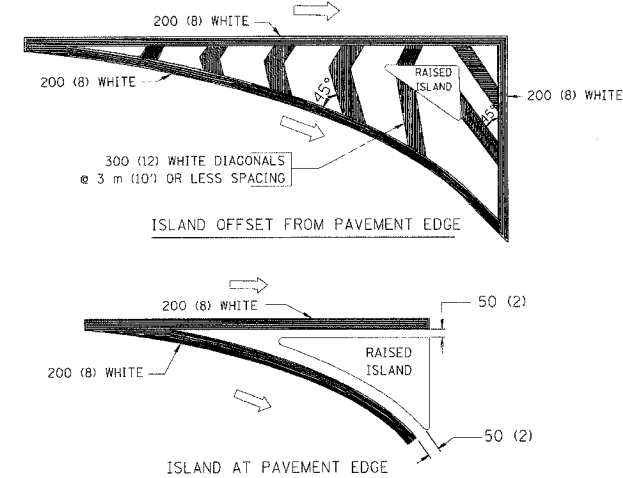
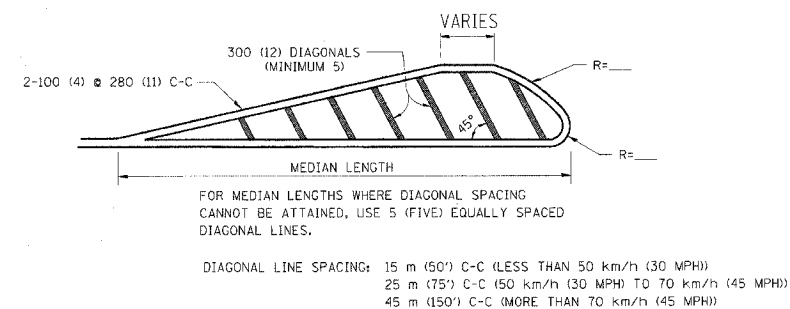
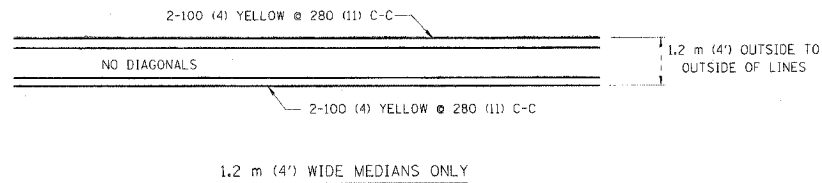
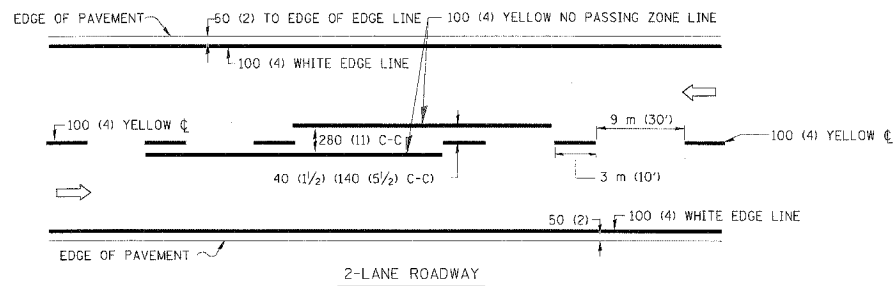
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS
 (SNOW-PLOW RESISTANT)

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

SCALE: NONE
 DATE: 10/18/2002

DRAWN BY CADD
 CHECKED BY
 TC-11

REVISION DATE: 01/06/00



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	100 (4)	SOLID	YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4)	SKIP-DASH	WHITE	3 m (10') LINE WITH 9 m (30') SPACE
LANE LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	125 (5) ON FREEWAYS	SKIP-DASH	WHITE	
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
TWO WAY LEFT TURN MARKING	2.4 m (8') LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN)	2 @ 150 (6)	SOLID	WHITE	NOT LESS THAN 1.8 m (6') APART
CROSSWALK LINES (BIKE & EQUESTRIAN)	300 (12) @ 45°	SOLID	WHITE	600 (2') APART
CROSSWALK LINES (LONGITUDINAL BARS (SCHOOL))	300 (12) @ 90°	SOLID	WHITE	600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in millimeters (inches) unless otherwise shown.

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE

TYPICAL PAVEMENT MARKINGS

SCALE: NONE

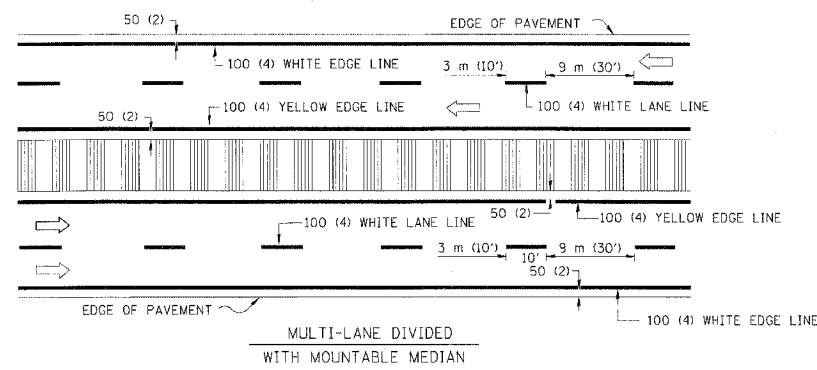
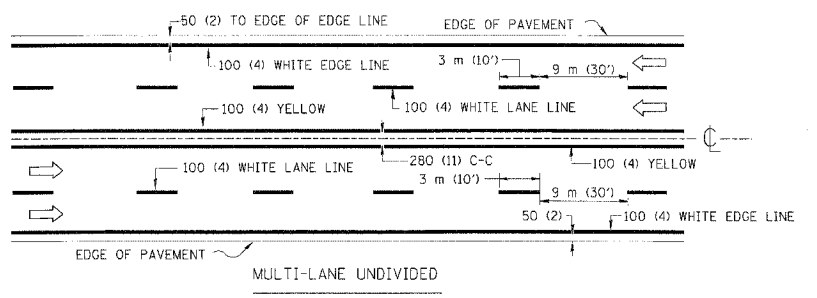
DATE 10/18/2002

DRAWN BY CADD

CHECKED BY

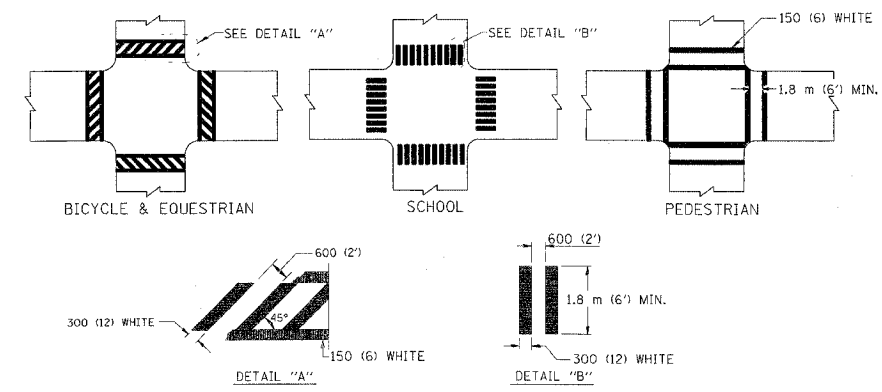
TC-13

REVISION DATE: 01/06/00

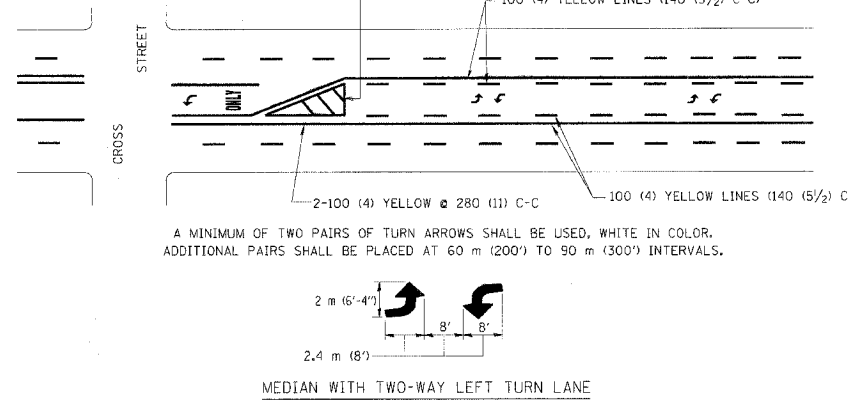


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

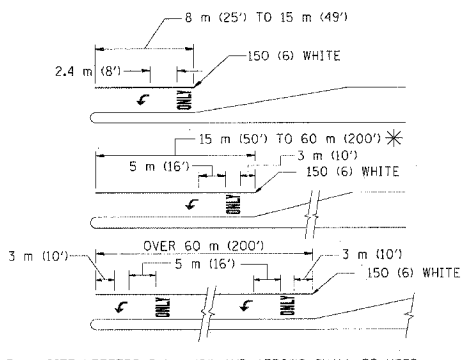
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



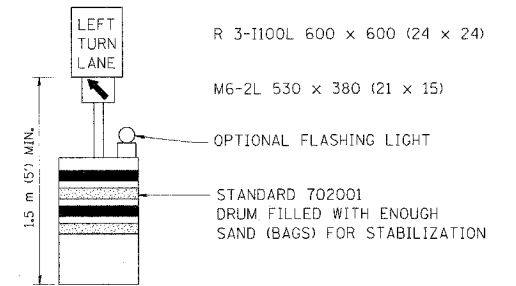
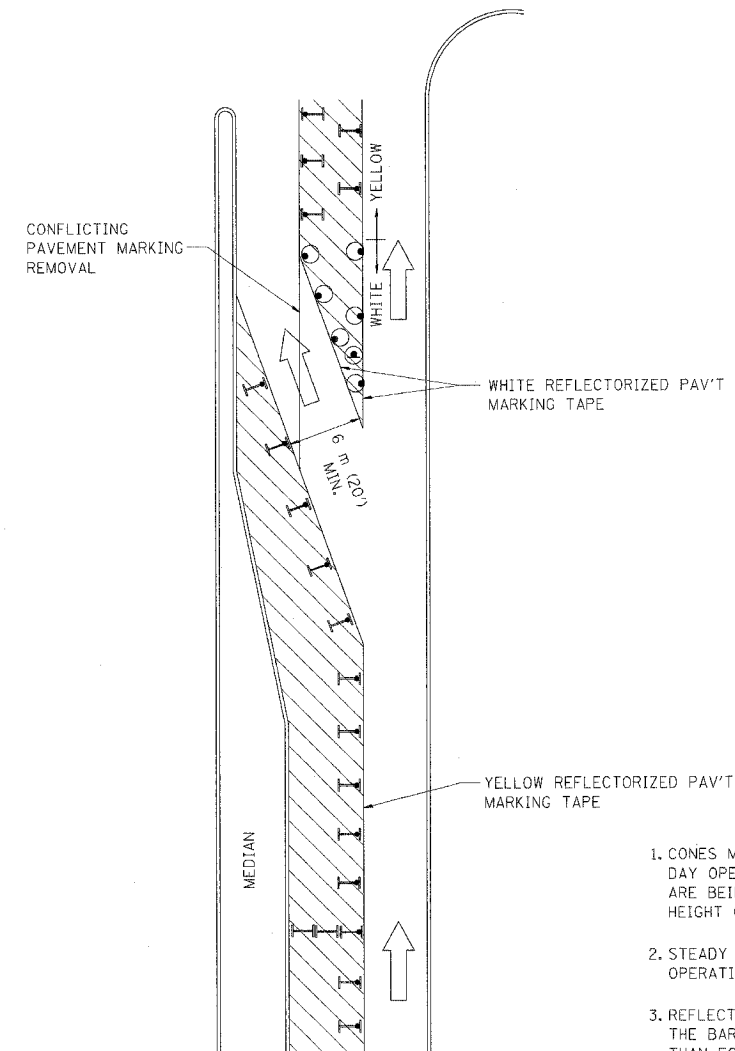
FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
* AREA = 1.5 m² (15.6 SQ. FT.) ONLY AREA = 1.9 m² (20.8 SQ. FT.)

* TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

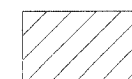
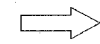




F. & R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14)R-3	WILL	390	251
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				



GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 1.5 m (5').
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 600 x 600 (24 x 24) AND M6-2R 530 x 380 (21 x 15) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

All dimensions are in millimeters (inches) unless otherwise shown.

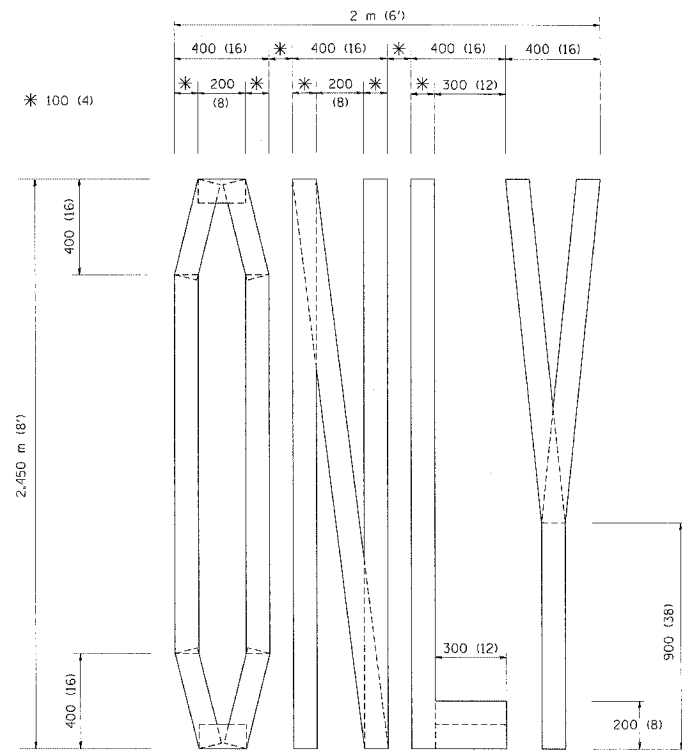
ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION
 AT TURN BAYS
 (TO REMAIN OPEN TO TRAFFIC)**

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

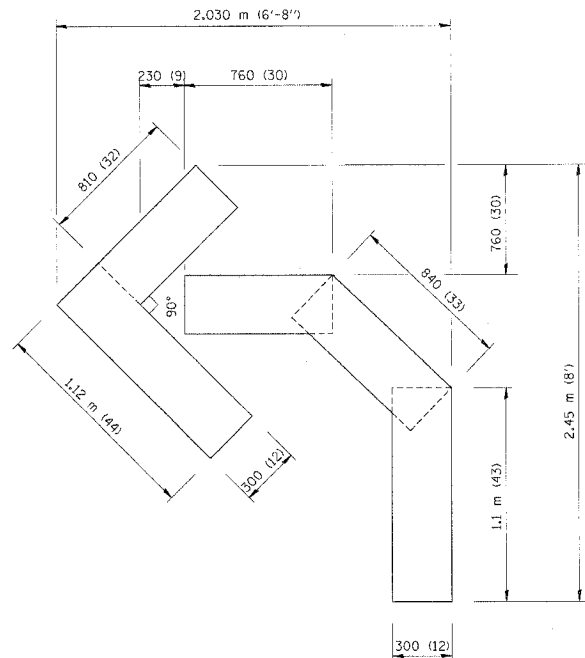
SCALE: NONE
 DATE: 10/18/2002

DRAWN BY
 CHECKED BY LHA
 TC-14

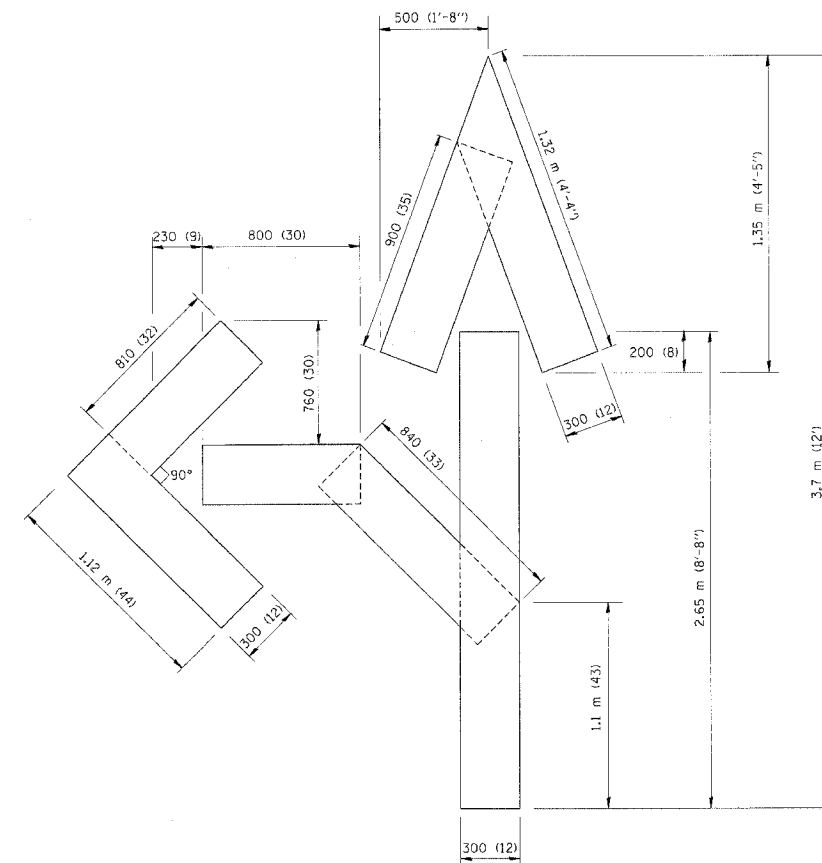
F. A. DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I4) R-3	WILL	390	252
STA.	TO STA.			
FED. ROAD DIST. NO.	SURVEY	FED. AID PROJECT		
CONTRACT NO. 80961				



QUANTITY
 100 (4) LINE = 19.7 m (64.1 ft.)
 1.97 sq. m (21.1 sq. ft.)



QUANTITY
 100 (4) LINE = 13.9 m (45.5 ft.)
 1.39 sq. m (15.2 sq. ft.)



QUANTITY
 100 (4) LINE = 25.3 m (82.5 ft.)
 2.53 sq. m (27.5 sq. ft.)

All dimensions are in millimeters (inches) unless otherwise shown.

ILLINOIS DEPARTMENT OF TRANSPORTATION

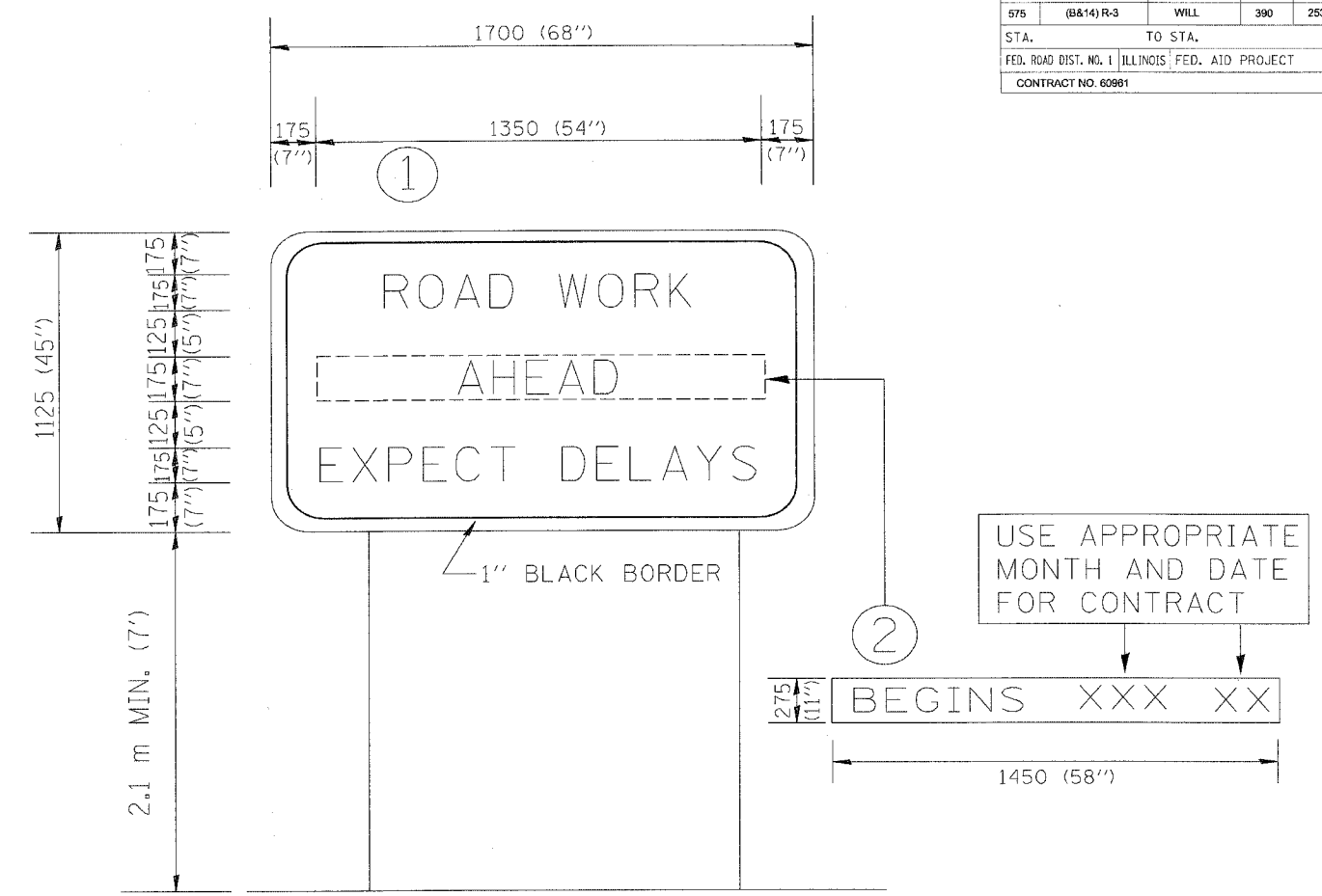
PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

SCALE: NONE
 DATE 10/18/2002

DRAWN BY CADD
 CHECKED BY TC-16

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I4)R-3	WILL	390	253
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 2.3 SQ. M. (25.70 SQ. FT.)

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

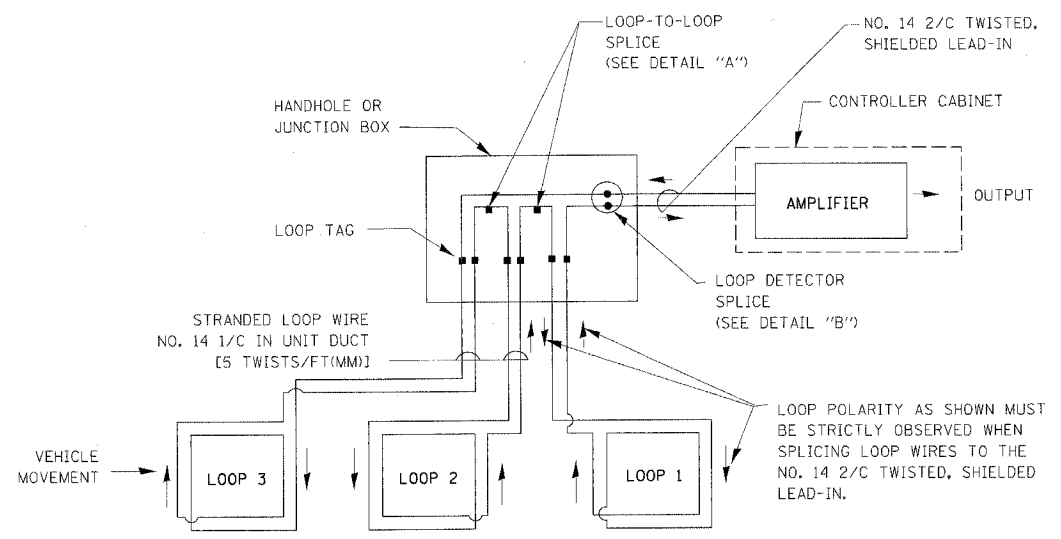
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
R. MIRS	9-15-97	TEMPORARY INFORMATION SIGNING
R. MIRS	2-11-97	
T. RAMMACHER	2-2-99	

SCALE: DATE 10/18/2002 DRAWN BY: BUR. OF DESIGN CHECKED BY:

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I) R-3	WILL	390	254
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62861				

LOOP DETECTOR NOTES

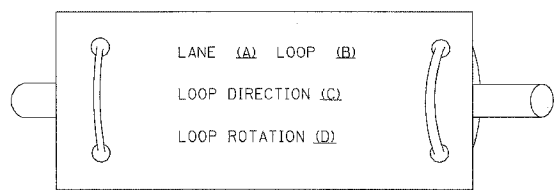
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.



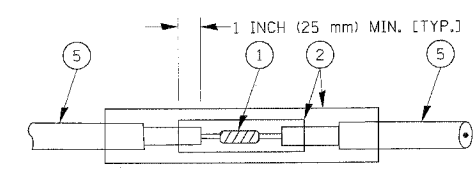
DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

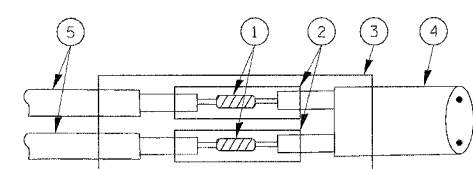
LOOP LEAD-IN CABLE TAG



- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS**

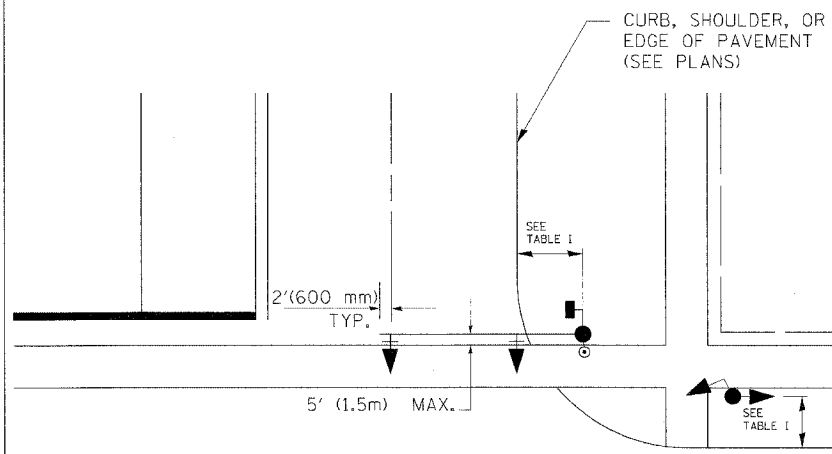
SCALE: VERT. NONE
HORIZ. NONE
DATE 10/18/2002

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

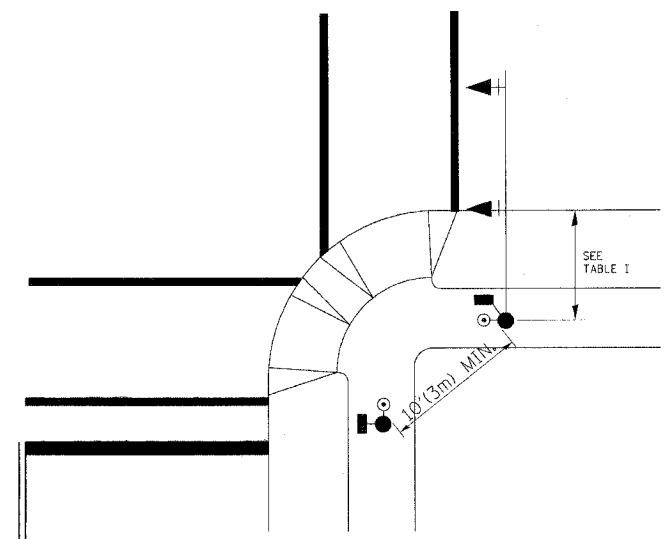
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I) R-3	WILL	390	255
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 - A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 - B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 - C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 - D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 - E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

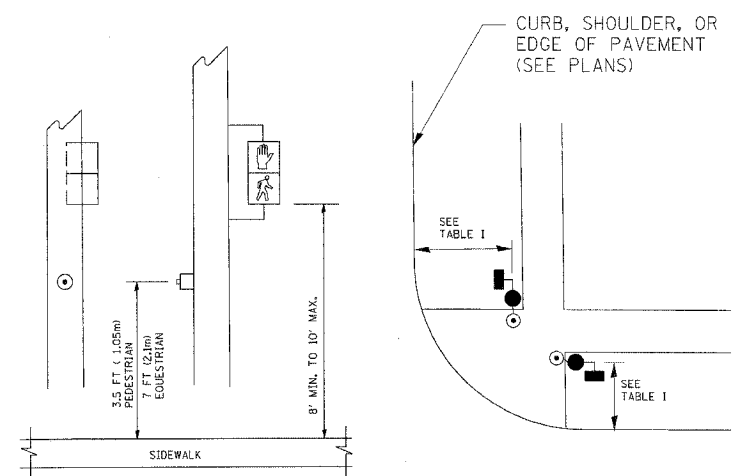


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE: 10/18/2002

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 2 OF 4

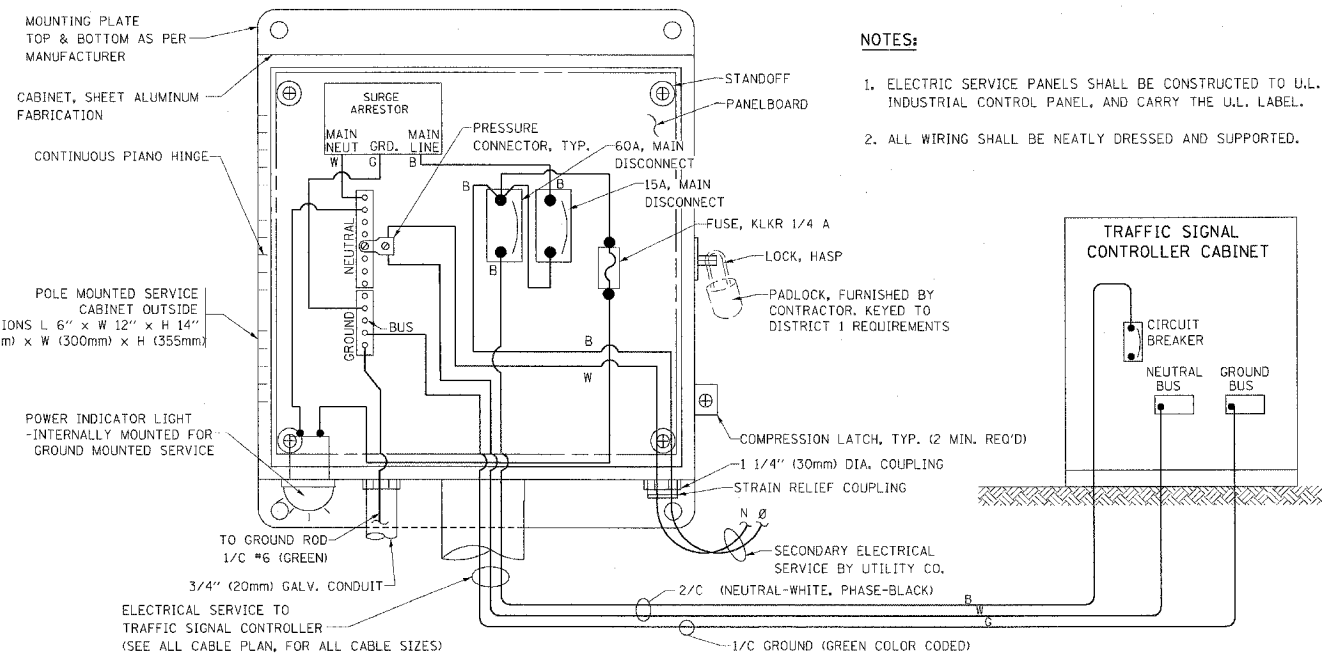
10/18/2002
c:\p01\hst\std\stdtrns05.dgn
VLT.S05

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I)R-3	WILL	380	256
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60861				

NOTES:

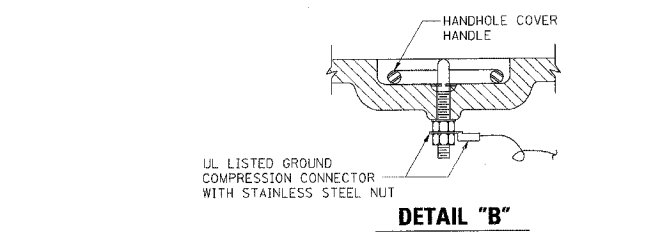
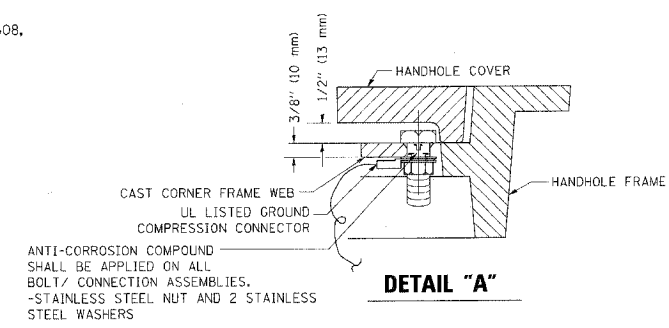
GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

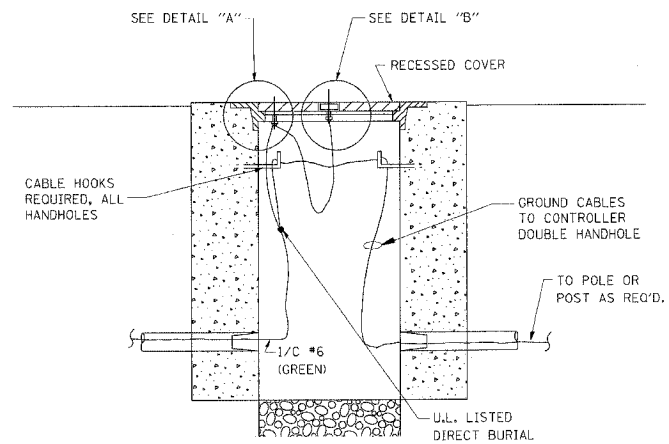
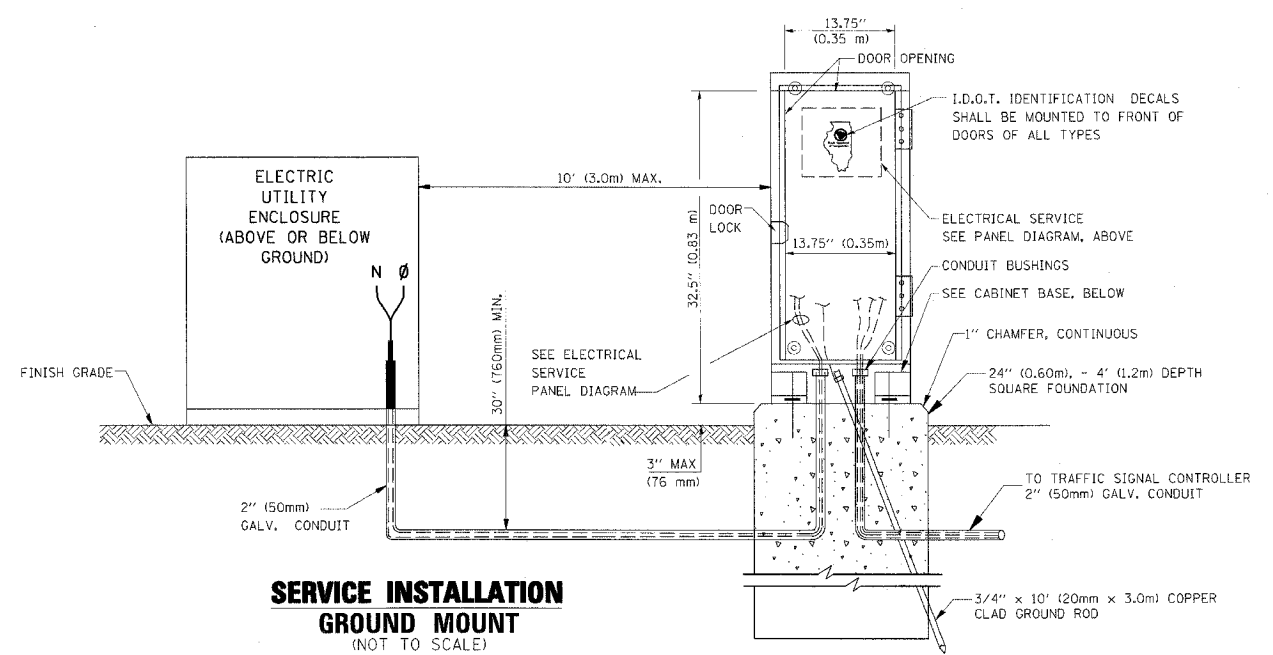


NOTES:

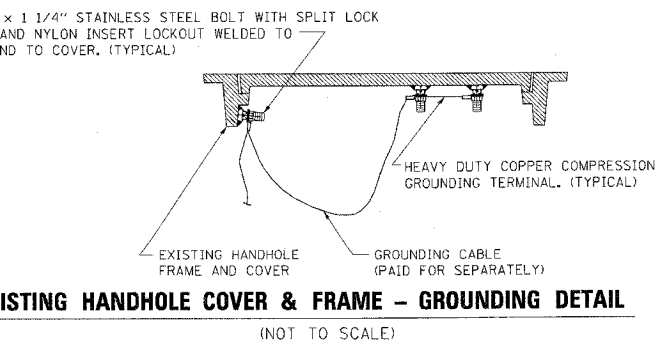
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



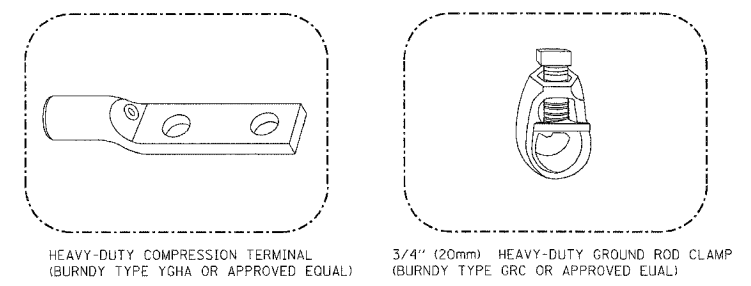
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)



HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)

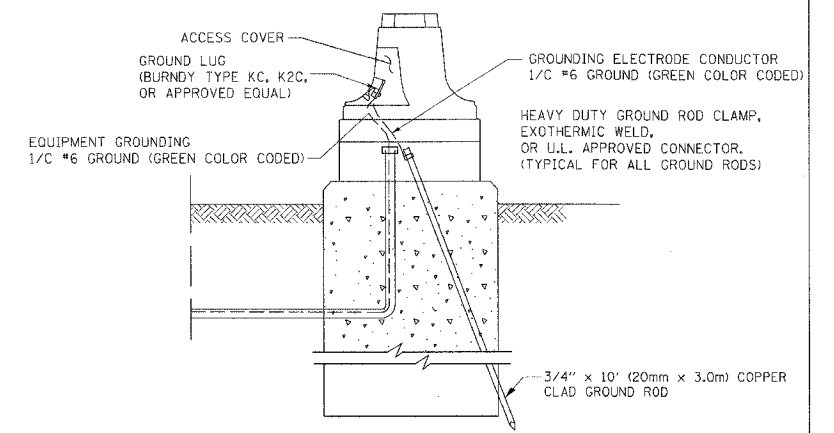


EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



NOTES:

- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



MAST ARM POLE / POST-GROUNDING DETAIL (NOT TO SCALE)

REVISIONS	
NAME	DATE
CADD	5/30/00
CADD	3/15/01
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

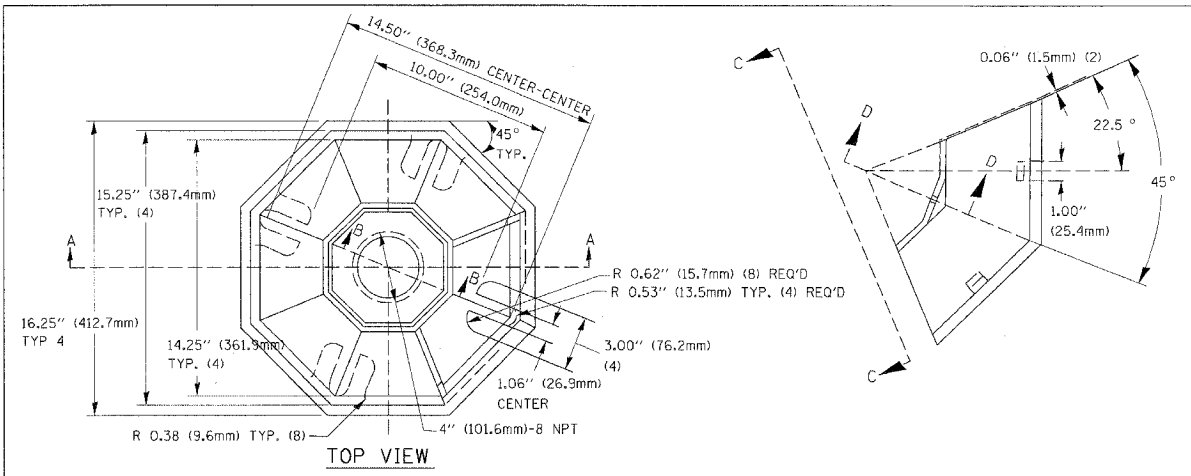
VERT. NONE
SCALE: HORIZ.
DATE 10/18/2002
DRAWN BY: RWP
DESIGNED BY: DAZ
CHECKED BY: DAZ
SHEET 3 OF 4

TS05

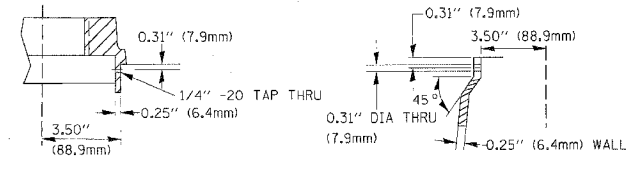
REVISION DATE: 01/01/02

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	257

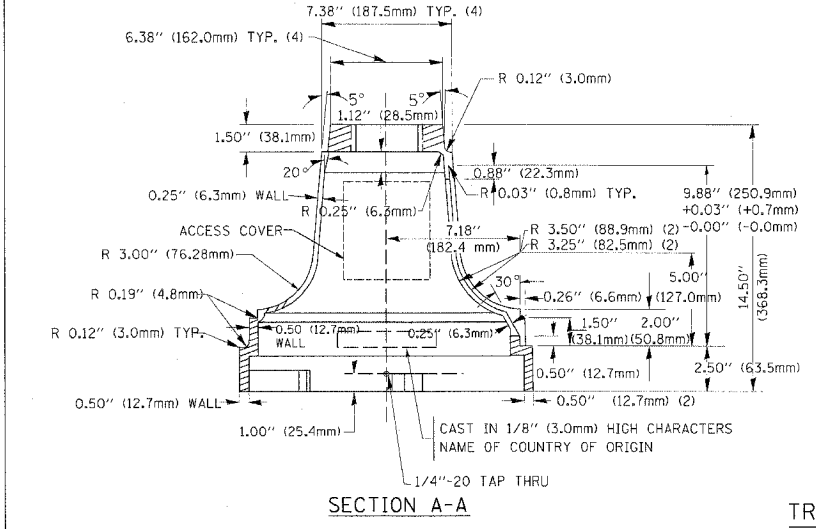
STA. TO STA.
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
 CONTRACT NO. 60961



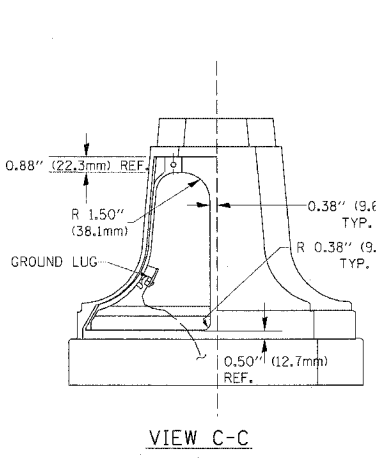
SECTION B-B



SECTION D-D

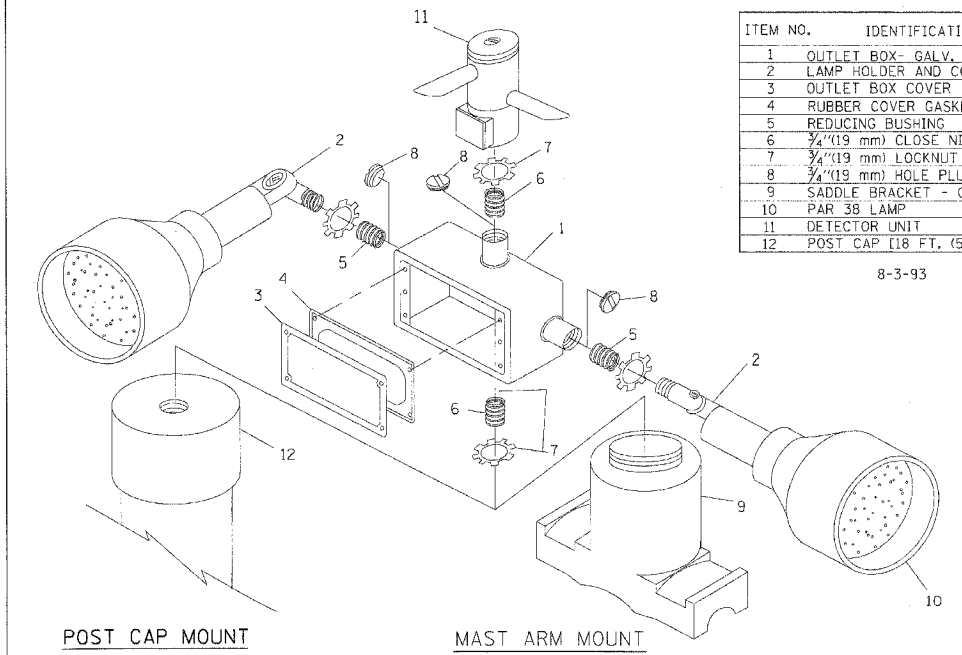


SECTION A-A



VIEW C-C

TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



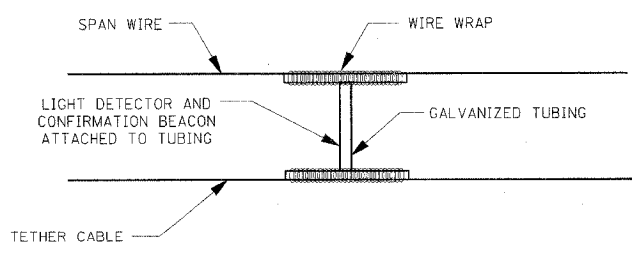
ITEM NO.	IDENTIFICATION
1	OUTLET BOX - GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\" (19 mm) CLOSE NIPPLE
7	3/4\" (19 mm) LOCKNUT
8	3/4\" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

8-3-93

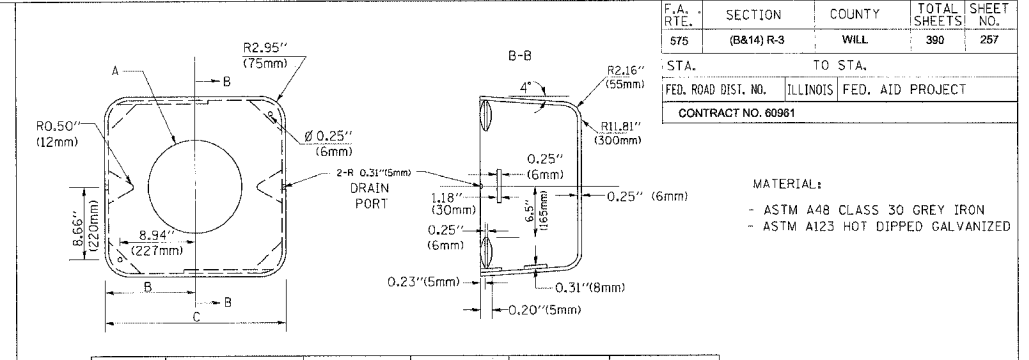
POST CAP MOUNT
 MAST ARM MOUNT
 EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

NOTES:

- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
 ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
 ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
- WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS
 (NOT TO SCALE)

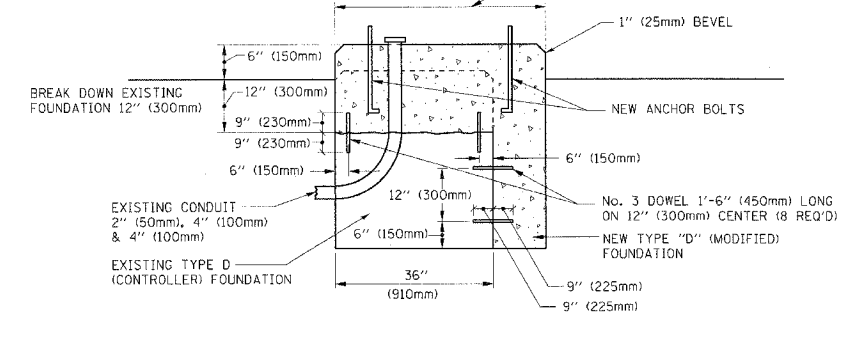


TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125\" (257mm)	9.5\" (241mm)	19\" (483mm)	12\" (300mm)	24kg
II	Ø 11.125\" (283mm)	10.75\" (273mm)	21.5\" (546mm)	12\" (300mm)	26kg

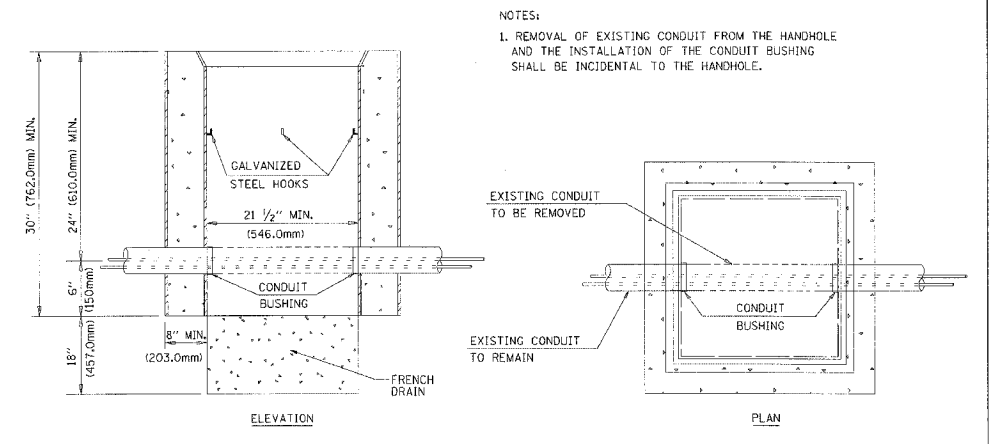
SHROUD DETAIL

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION
 (NOT TO SCALE)



DETAIL HANDHOLE TO INTERCEPT EXISTING CONDUIT
 N.T.S.

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	5/30/00
BUREAU OF TRAFFIC	3/15/01
BUREAU OF TRAFFIC	11/12/01
BUREAU OF TRAFFIC	1-01-02

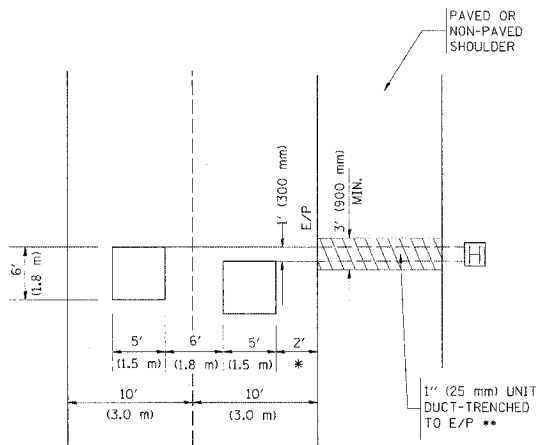
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ. DATE 10/18/2002
 DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 4 OF 4

P.A. STA.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&I) R-3	WILL	390	258
STA.	TO STA.			
FED. ROAD DIST. NO. 7	LINE NO.	FED. AID PROJECT		
CONTRACT NO. 80861				

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

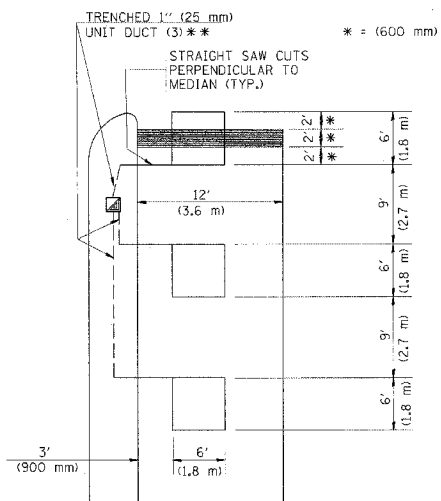


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

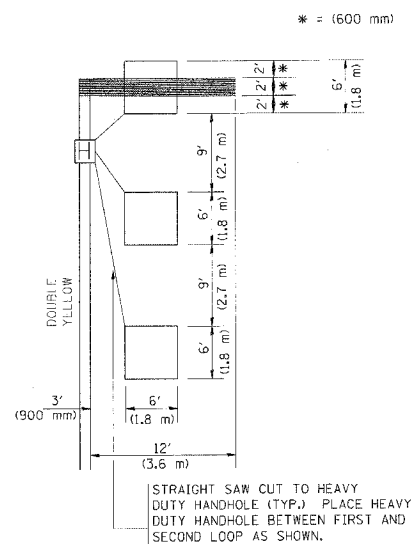
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

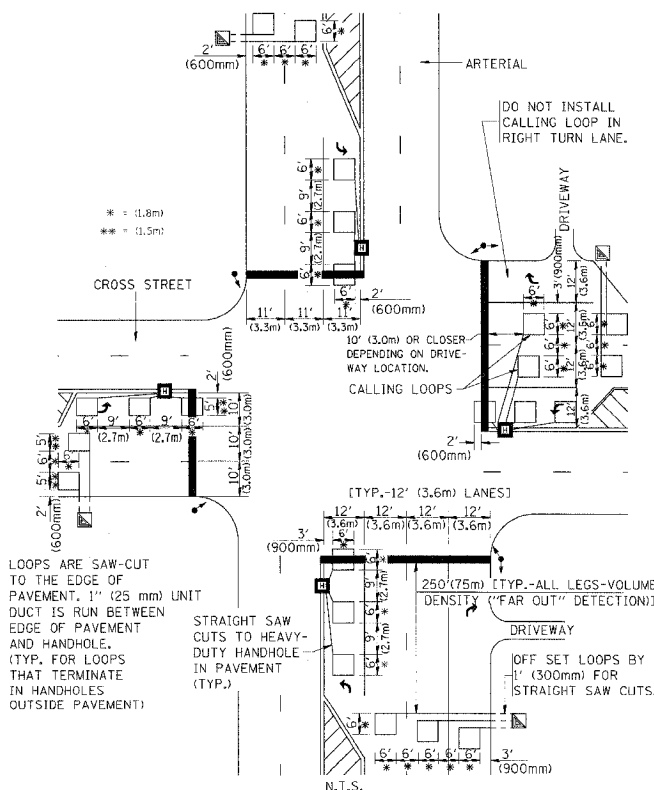
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



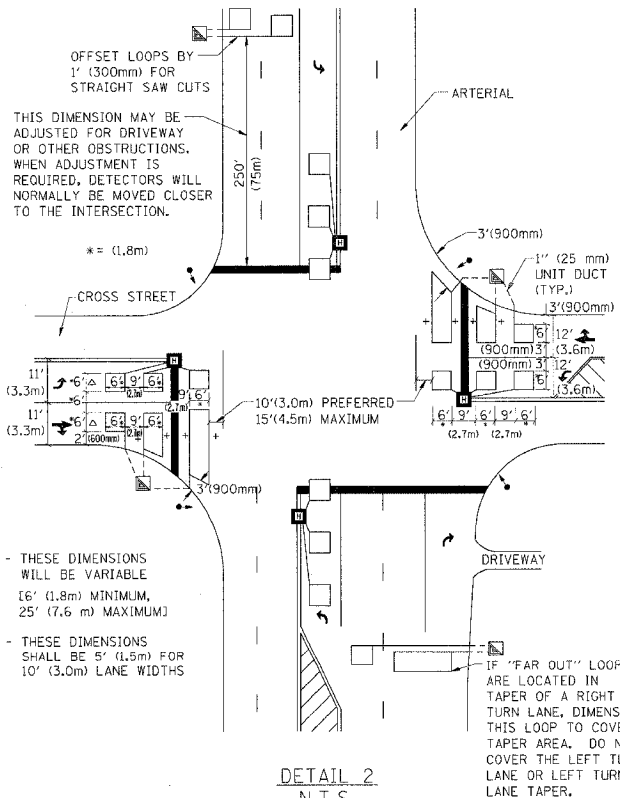
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

REVISIONS	
NAME	DATE

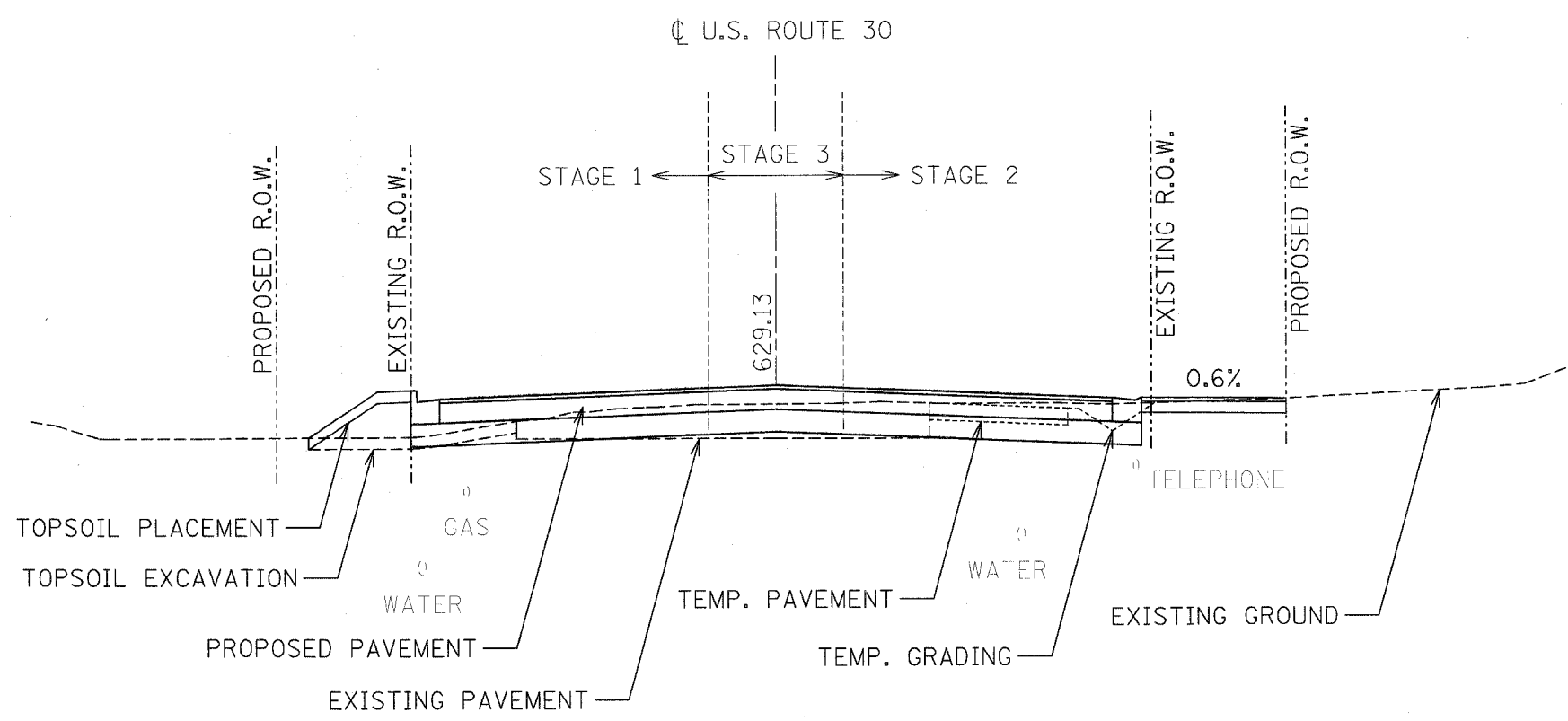
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
DETECTOR LOOP
INSTALLATION DETAILS
FOR ROADWAY RESURFACING

SCALE: NONE
DATE 10/18/2002

DRAWN BY CADD
DESIGNED BY
CHECKED BY R.K.F.
TS07

REVISION DATE:

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	259
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				

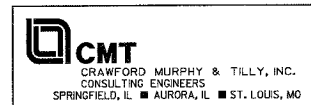


CROSS SECTION LEGEND

NOTE: UTILITY LOCATIONS ARE APPROXIMATE AND ARE BASED ON INFORMATION SUPPLIED BY SBC, COMED, NICOR GAS, KINDER MORGAN INC., THE CITY OF CREST HILL, THE CITY OF JOLIET AND AT&T BROADBAND.

I:\dot\0006602\draw\bid\sheet\shsts_legend.dgn

REVISIONS	
NAME	DATE
AMB	12/21/04



ILLINOIS DEPARTMENT OF TRANSPORTATION

CROSS SECTION LEGEND

US ROUTE 30

SHEET 1 OF 1

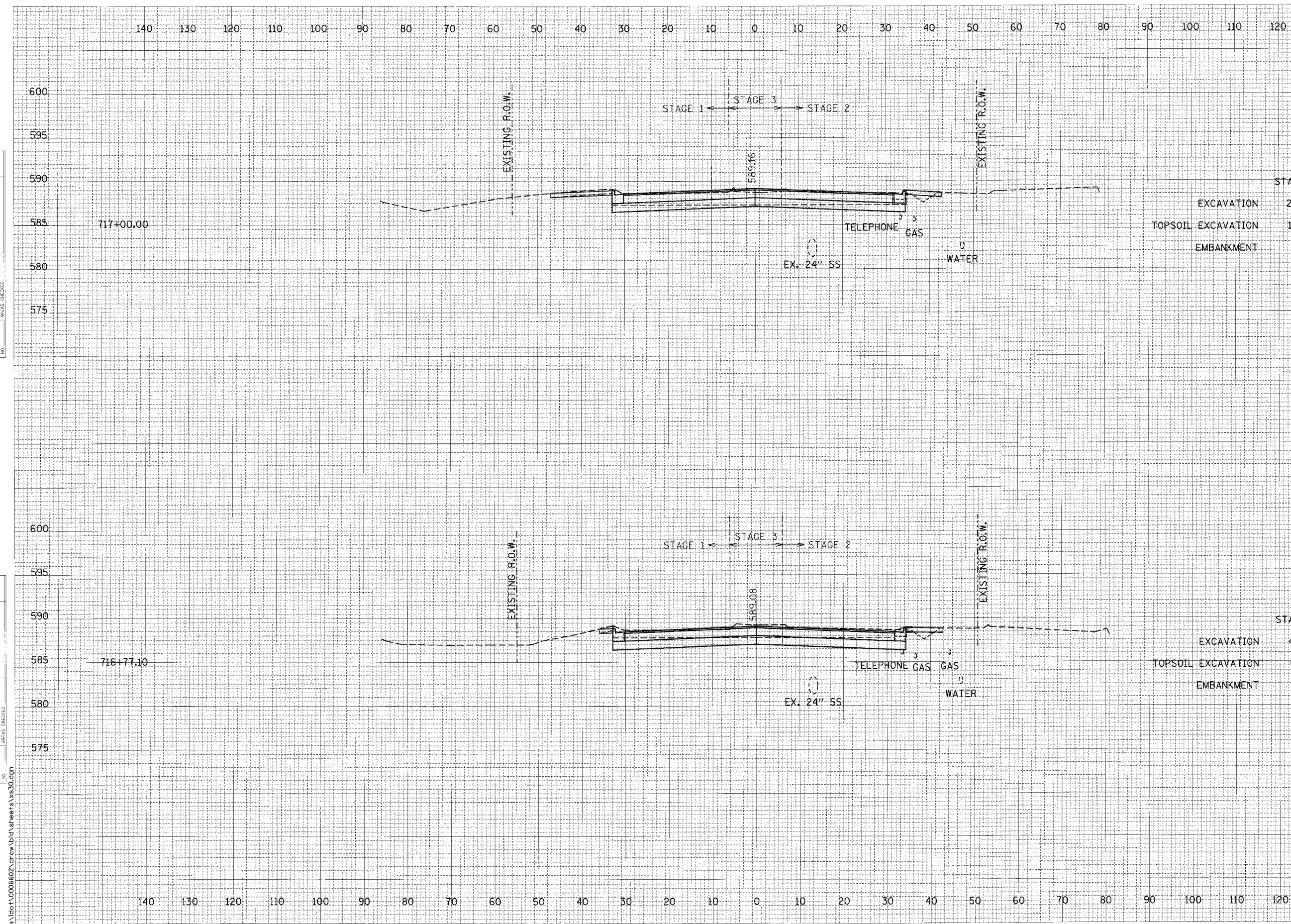
SCALE: VERT. NONE
HORIZ. NONE
DATE: 3/1/05

DRAWN BY: SNH
CHECKED BY: KDF

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	260
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	
BY	
REVISION	
APPROVED	
DESIGNED	
CHECKED	
DATE	

DATE	
BY	
REVISION	
APPROVED	
DESIGNED	
CHECKED	
DATE	



	STAGE1	STAGE2	
EXCAVATION	22	20	
TOPSOIL EXCAVATION	11	0	717+00.00
EMBANKMENT	1	6	

	STAGE1	STAGE2	
EXCAVATION	41	42	
TOPSOIL EXCAVATION	6	0	716+77.10
EMBANKMENT	1	2	

I:\dot\0006602\draw\bid\sheets\X330.dgn

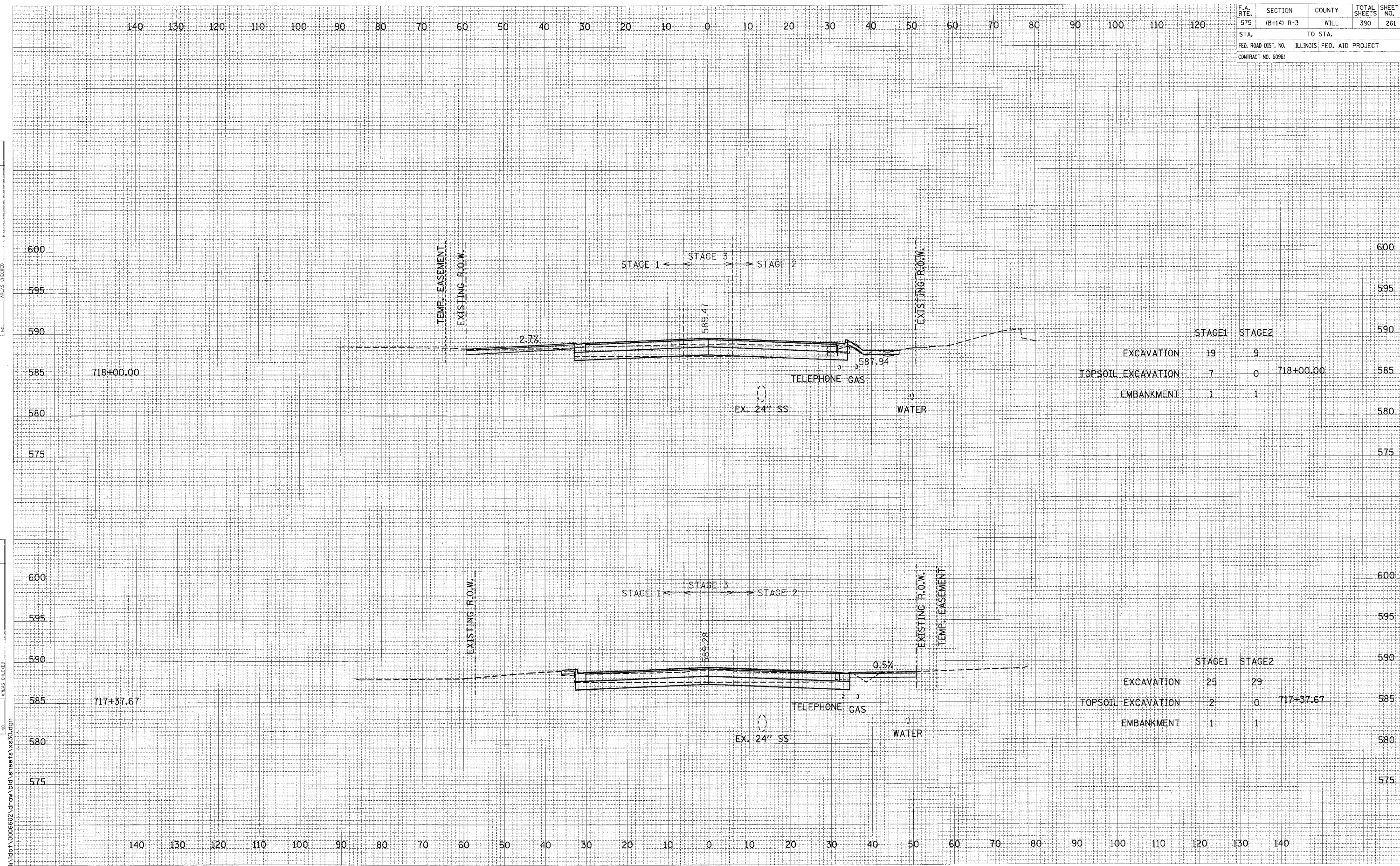
CROSS SECTIONS: U.S. ROUTE 30 - STA. 716+77.10 TO STA. 717+00.00

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	261
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

FINAL	DATE
SURVEY	
NOTED	
PLOTTED	
TEMPLATE	
AWAS	
AREAS CHECKED	
NO.	

ORIGINAL	DATE
SURVEY	
NOTED	
PLOTTED	
TEMPLATE	
AWAS	
AREAS CHECKED	
NO.	



	STAGE1	STAGE2		
EXCAVATION	19	9		
TOPSOIL EXCAVATION	7	0	718+00.00	585
EMBANKMENT	1	1		

	STAGE1	STAGE2		
EXCAVATION	25	29		
TOPSOIL EXCAVATION	2	0	717+37.67	585
EMBANKMENT	1	1		

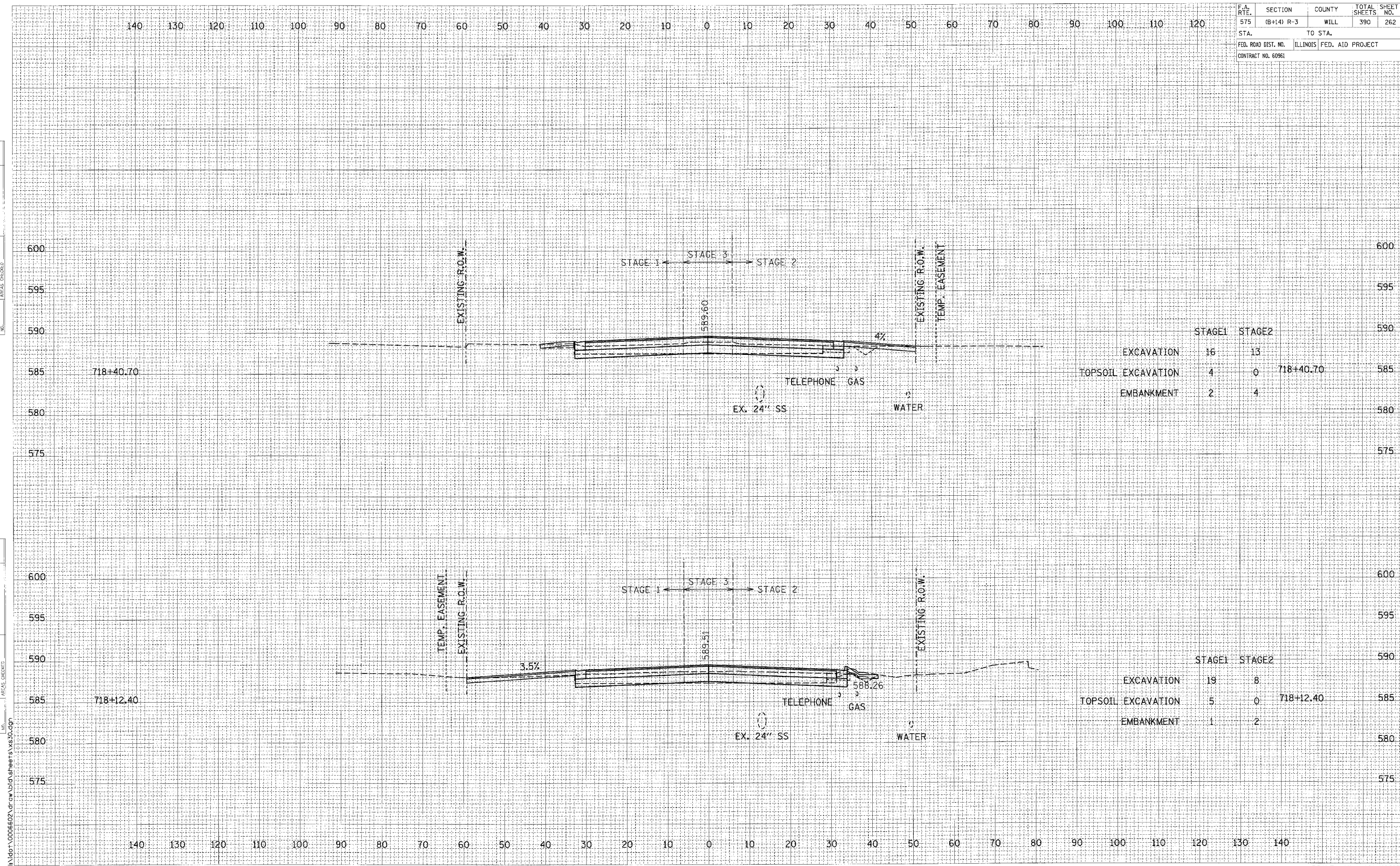
CROSS SECTIONS: U.S. ROUTE 30 - STA. 717+37.67 TO STA. 718+00.00
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

I:\dof\0006602\draw\bid\sheets\X1530.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	262
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY



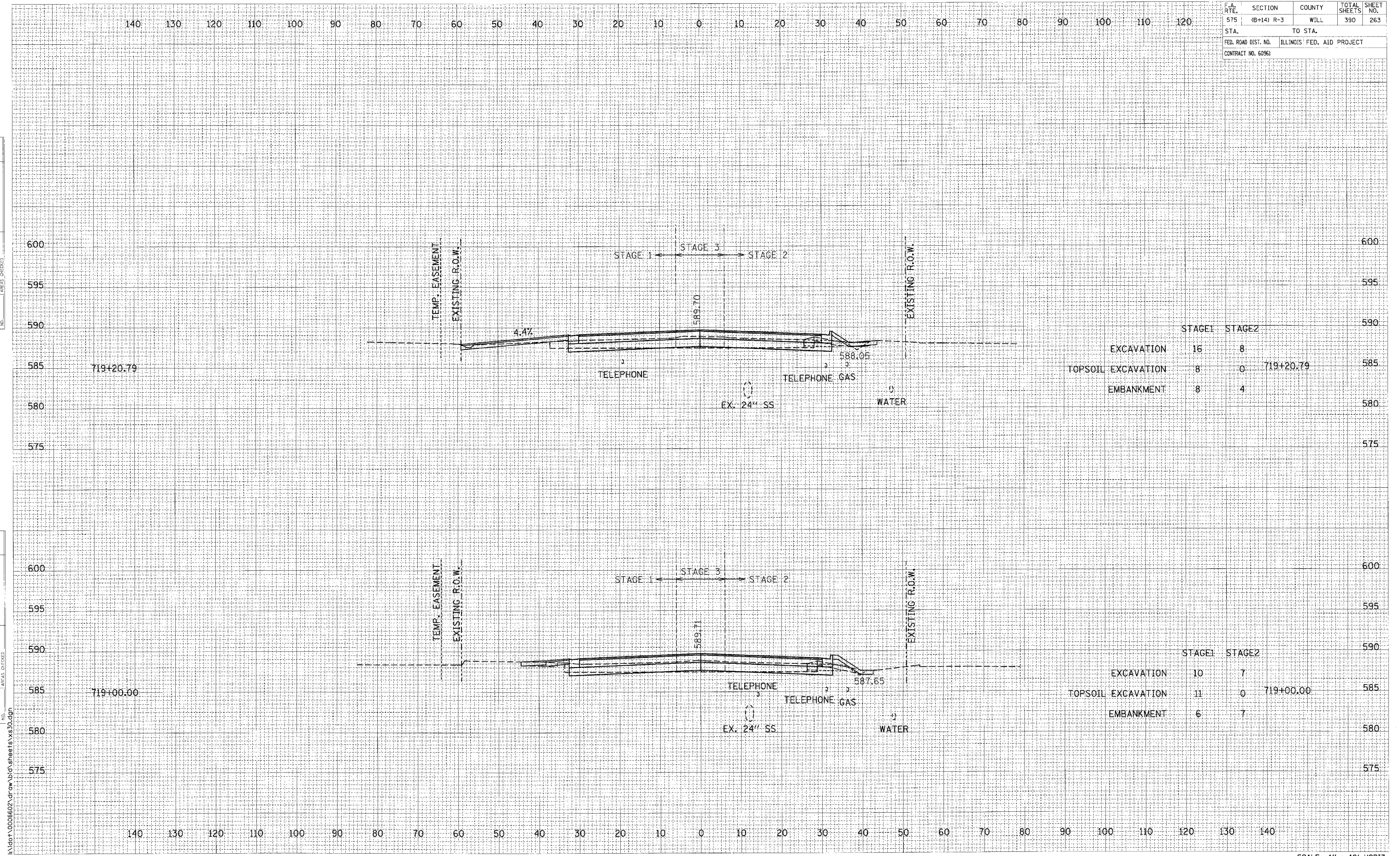
I:\dot\006602A\Draw\dot\sheet\sheet1.dwg

CROSS SECTIONS: U.S. ROUTE 30 - STA. 718+12.40 TO STA. 718+40.70
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	263
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	
BY	
NO.	
AREAS CHECKED	
TEMP. EASEMENT	
EXISTING R.O.W.	
NOTE BOOK	
PLOTTED	
APPROVED	
DATE	

DATE	
BY	
NO.	
AREAS CHECKED	
TEMP. EASEMENT	
EXISTING R.O.W.	
NOTE BOOK	
PLOTTED	
APPROVED	
DATE	



	STAGE 1	STAGE 2	
EXCAVATION	16	8	
TOPSOIL EXCAVATION	8	0	719+20.79
EMBANKMENT	8	4	

	STAGE 1	STAGE 2	
EXCAVATION	10	7	
TOPSOIL EXCAVATION	11	0	719+00.00
EMBANKMENT	6	7	

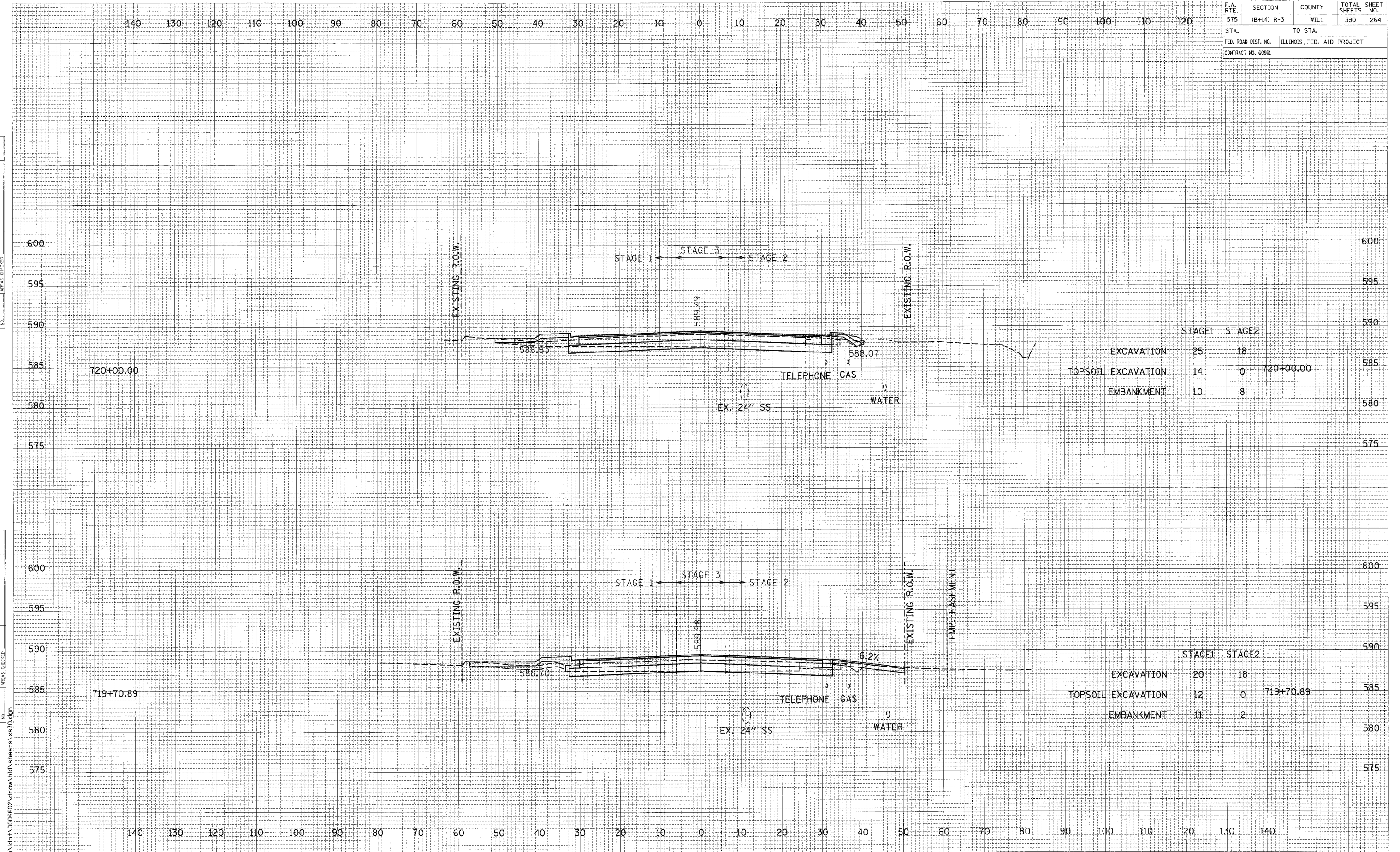
CROSS SECTIONS: U.S. ROUTE 30 - STA. 719+00.00 TO STA. 719+20.79
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

I:\dtd\0006602\Draw\bid\sheet\ys30.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	264
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	BY
APPROVED	
NOTED	
NO. 1	

DATE	BY
APPROVED	
NOTED	
NO. 1	



	STAGE1	STAGE2	
EXCAVATION	25	18	
TOPSOIL EXCAVATION	14	0	720+00.00
EMBANKMENT	10	8	

	STAGE1	STAGE2	
EXCAVATION	20	18	
TOPSOIL EXCAVATION	12	0	719+70.89
EMBANKMENT	11	2	

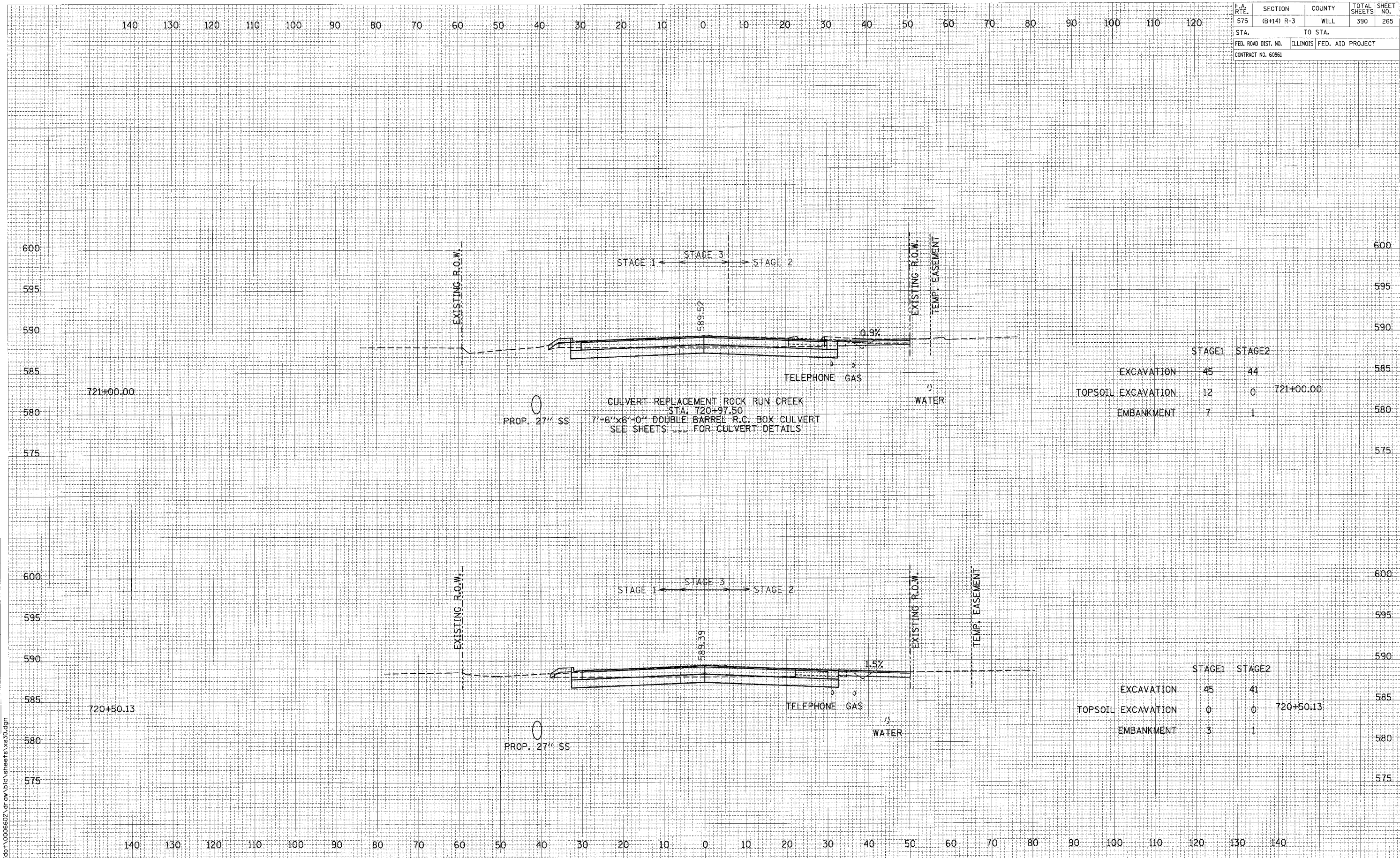
CROSS SECTIONS: U.S. ROUTE 30 - STA. 719+70.89 TO STA. 720+00.00
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

I:\do\10066602\draw\bid\sheet's\vs30.dwg

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	265
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	BY
TIME SURVEY	FIELD
NOTE BOOK	NO. _____
AREAS CHECKED	

DATE	BY
ORIGINAL SURVEY	PLOTTED
NOTE BOOK	NO. _____
AREAS CHECKED	



CROSS SECTIONS: U.S. ROUTE 30 - STA. 720+50.13 TO STA. 721+00.00

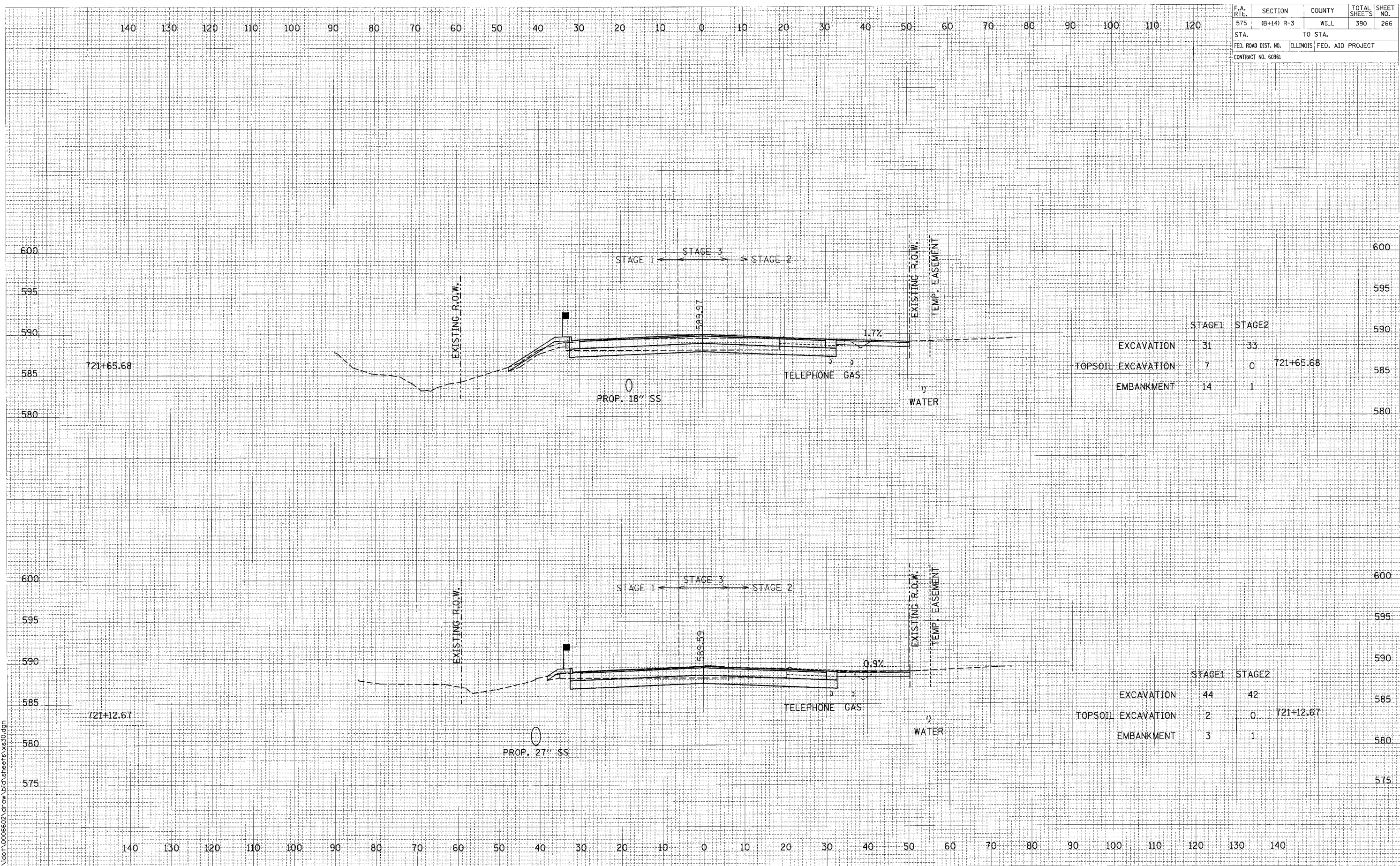
SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

F:\dot\0006607\dr\aw\bid\sheet13.vas30.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B-14) R-3	WILL	390	266
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	BY
FINAL SURVEY	
REVISIONS	
NOTE BOOK	
AREAS CHECKED	

DATE	BY
ORIGINAL SURVEY	
REVISIONS	
NOTE BOOK	
AREAS CHECKED	



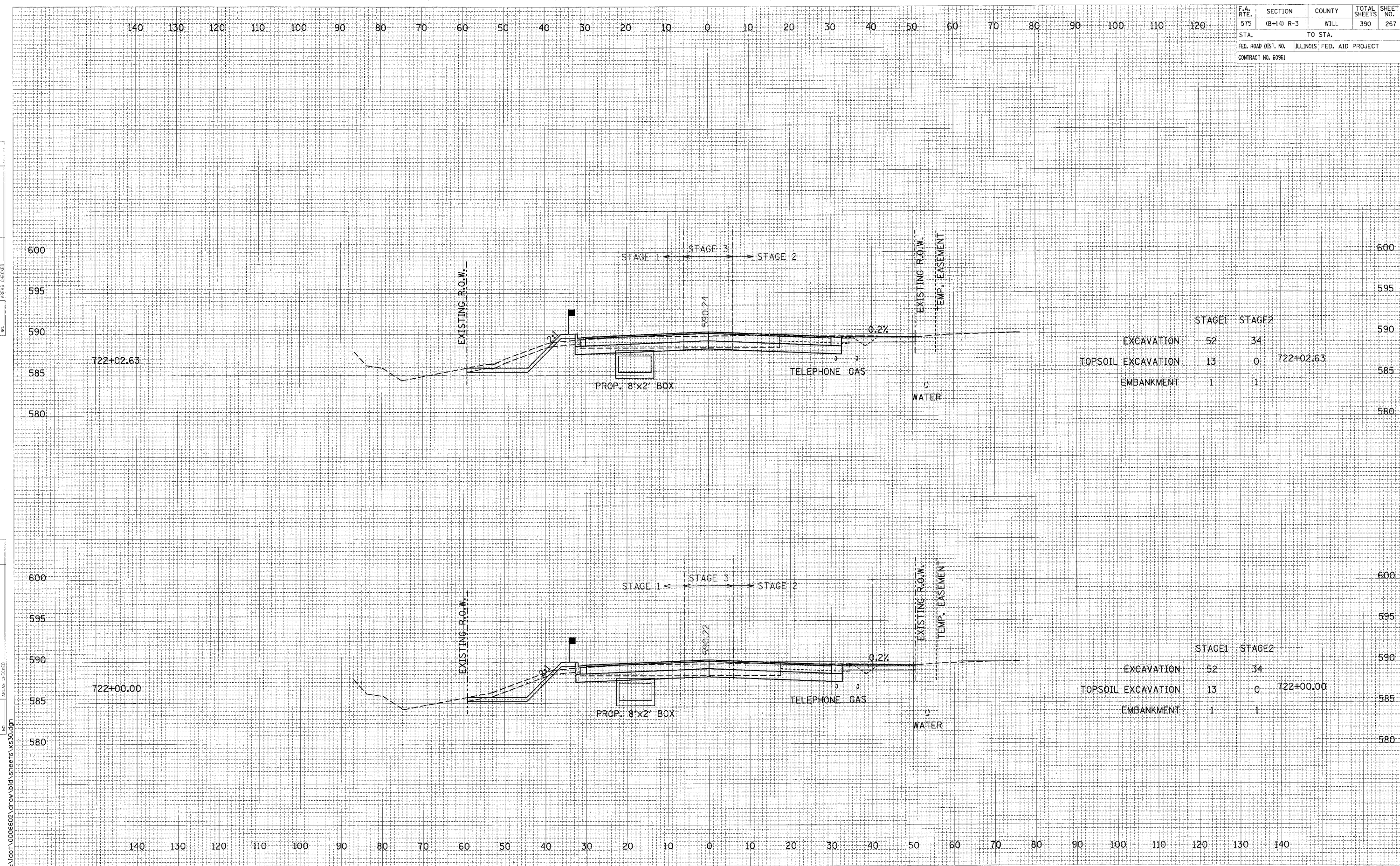
CROSS SECTIONS: U.S. ROUTE 30 - STA. 721+12.67 TO STA. 721+65.68

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	267
STA. TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CONTRACT NO. 60961				

DATE
BY
DESIGNED
CHECKED
NOTED
APPROVED
REVISIONS

DATE
BY
DESIGNED
CHECKED
NOTED
APPROVED
REVISIONS



	STAGE1	STAGE2	
EXCAVATION	52	34	
TOPSOIL EXCAVATION	13	0	722+02.63
EMBANKMENT	1	1	

	STAGE1	STAGE2	
EXCAVATION	52	34	
TOPSOIL EXCAVATION	13	0	722+00.00
EMBANKMENT	1	1	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 722+00.00 TO STA. 722+02.63

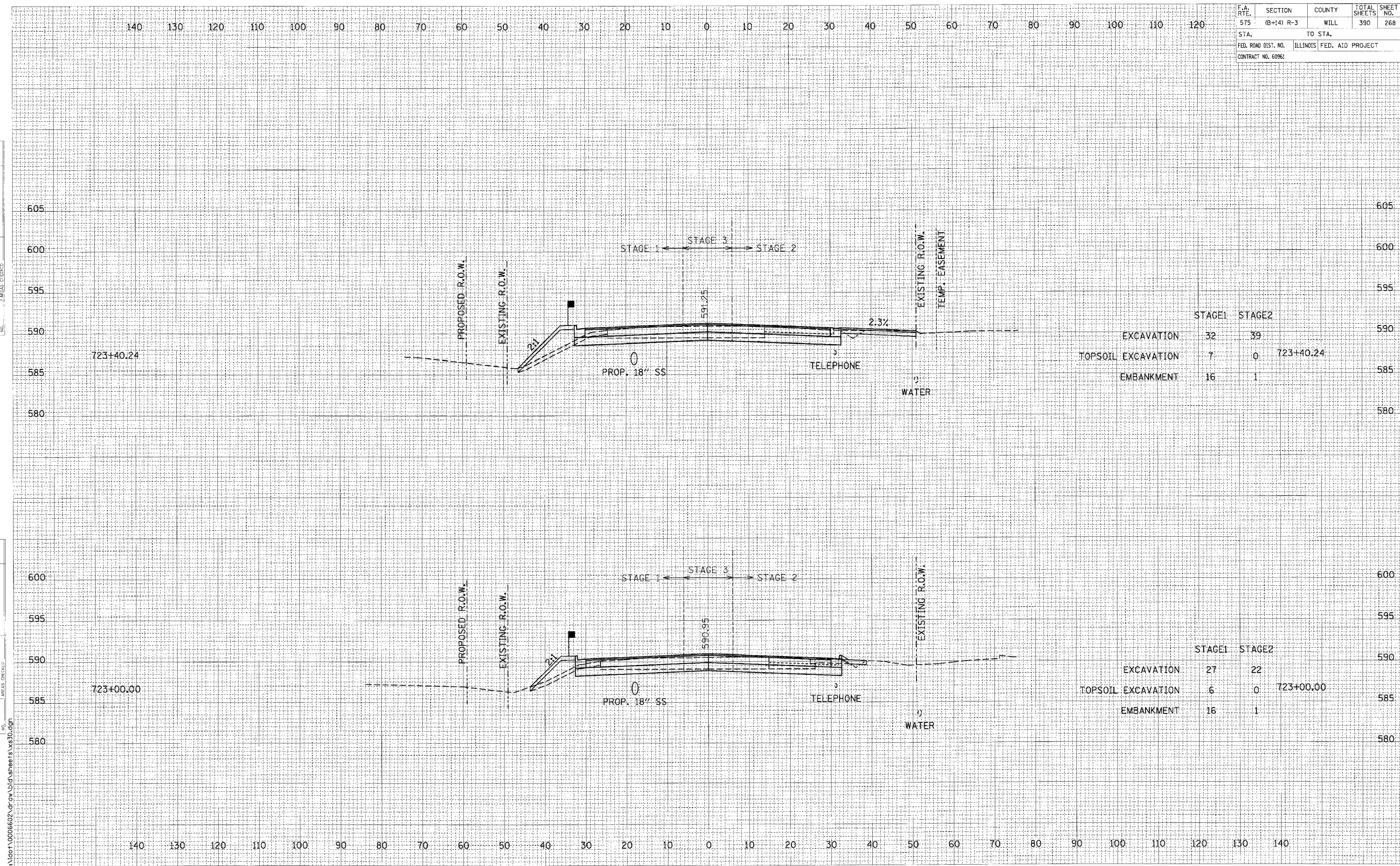
SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

I:\dot1\0006602\draw\bid\sheet\X330.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	268
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	
BY	
REVISION	
NO.	
DESCRIPTION	
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	

DATE	
BY	
REVISION	
NO.	
DESCRIPTION	
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	



	STAGE 1	STAGE 2	
EXCAVATION	32	39	
TOPSOIL EXCAVATION	7	0	723+40.24
EMBANKMENT	16	1	

	STAGE 1	STAGE 2	
EXCAVATION	27	22	
TOPSOIL EXCAVATION	6	0	723+00.00
EMBANKMENT	16	1	

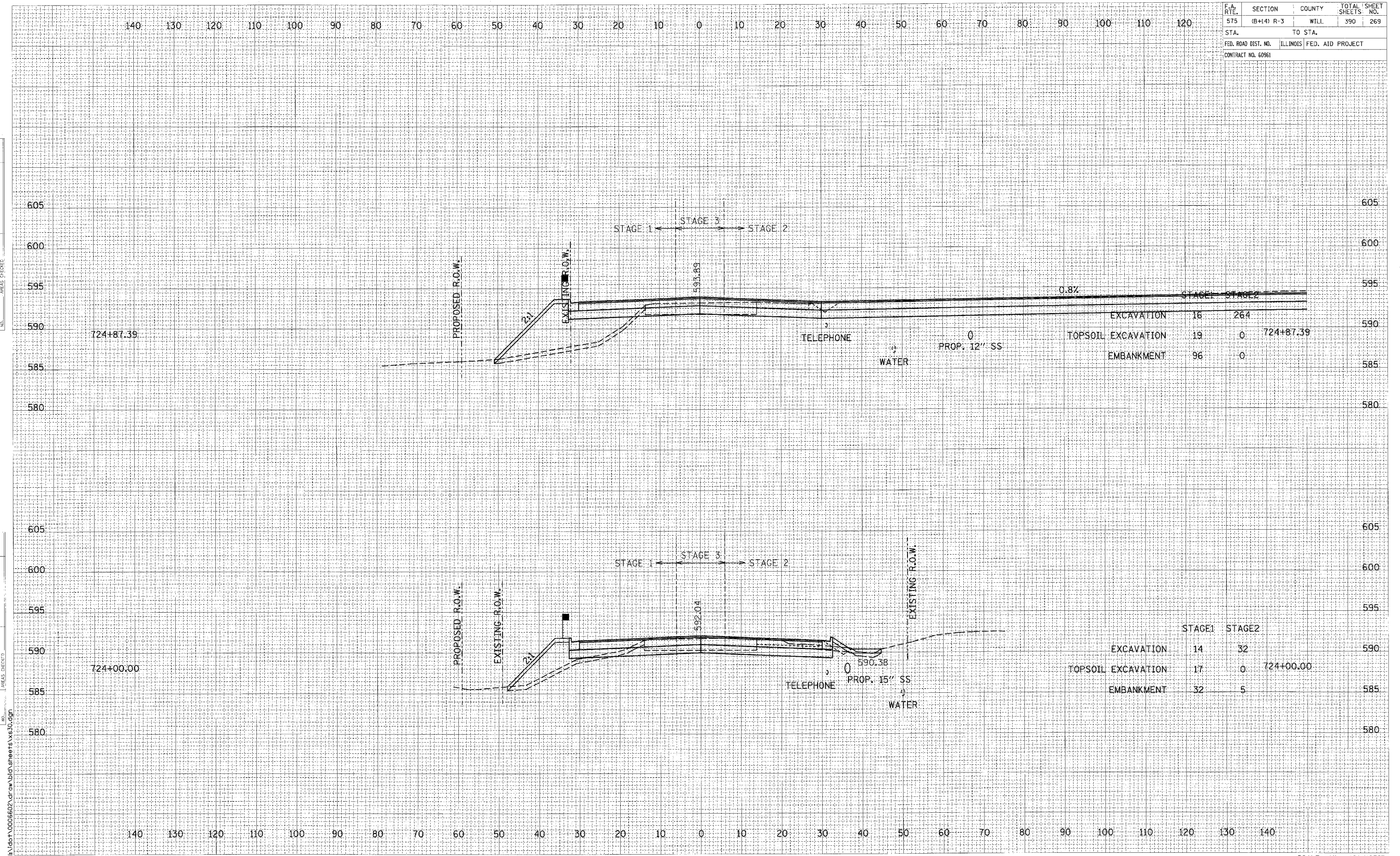
CROSS SECTIONS: U.S. ROUTE 30 - STA. 723+00.00 TO STA. 723+40.24
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

I:\dot\0006602\draw\bid\sheet\sheet1330.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	269
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

FINAL SURVEY	BY	DATE
NO. 1		
NO. 2		
NO. 3		
NO. 4		
NO. 5		
NO. 6		
NO. 7		
NO. 8		
NO. 9		
NO. 10		

ORIGINAL SURVEY	BY	DATE
NO. 1		
NO. 2		
NO. 3		
NO. 4		
NO. 5		
NO. 6		
NO. 7		
NO. 8		
NO. 9		
NO. 10		

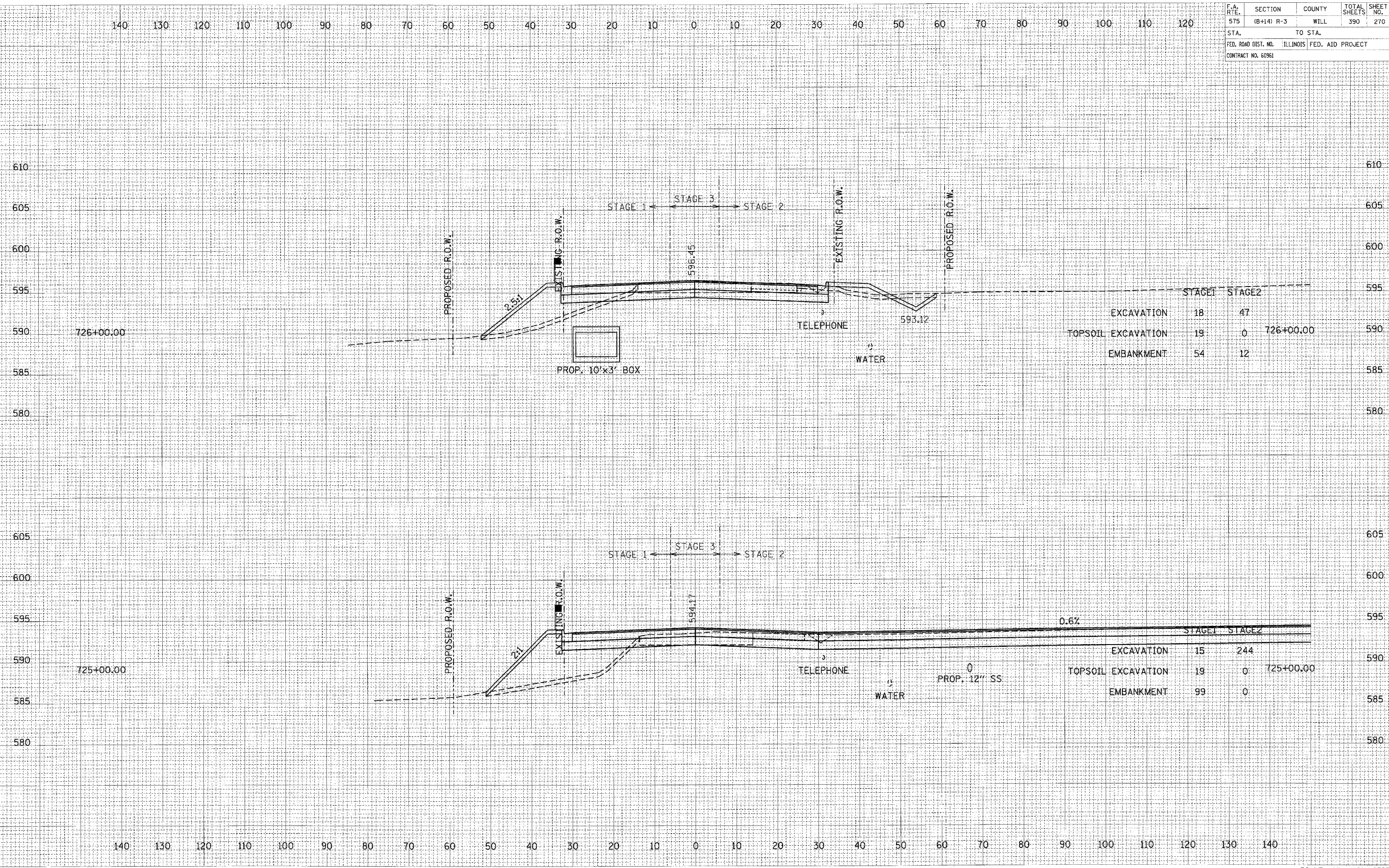


	STAGE 1	STAGE 2	
EXCAVATION	16	264	
TOPSOIL EXCAVATION	19	0	724+87.39
EMBANKMENT	96	0	

	STAGE 1	STAGE 2	
EXCAVATION	14	32	
TOPSOIL EXCAVATION	17	0	724+00.00
EMBANKMENT	32	5	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 724+00.00 TO STA. 724+87.39
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	270
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				



	STAGE 1	STAGE 2	
EXCAVATION	18	47	
TOPSOIL EXCAVATION	19	0	726+00.00
EMBANKMENT	54	12	

	STAGE 1	STAGE 2	
EXCAVATION	15	244	
TOPSOIL EXCAVATION	19	0	725+00.00
EMBANKMENT	99	0	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 725+00.00 TO STA. 726+00.00

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

DATE: _____
BY: _____
NO. _____

FINAL SURVEY
NOTE BOOK
NO. _____

REVISIONS
DATE
BY

DATE: _____
BY: _____
NO. _____

ORIGINAL SURVEY
NOTE BOOK
NO. _____

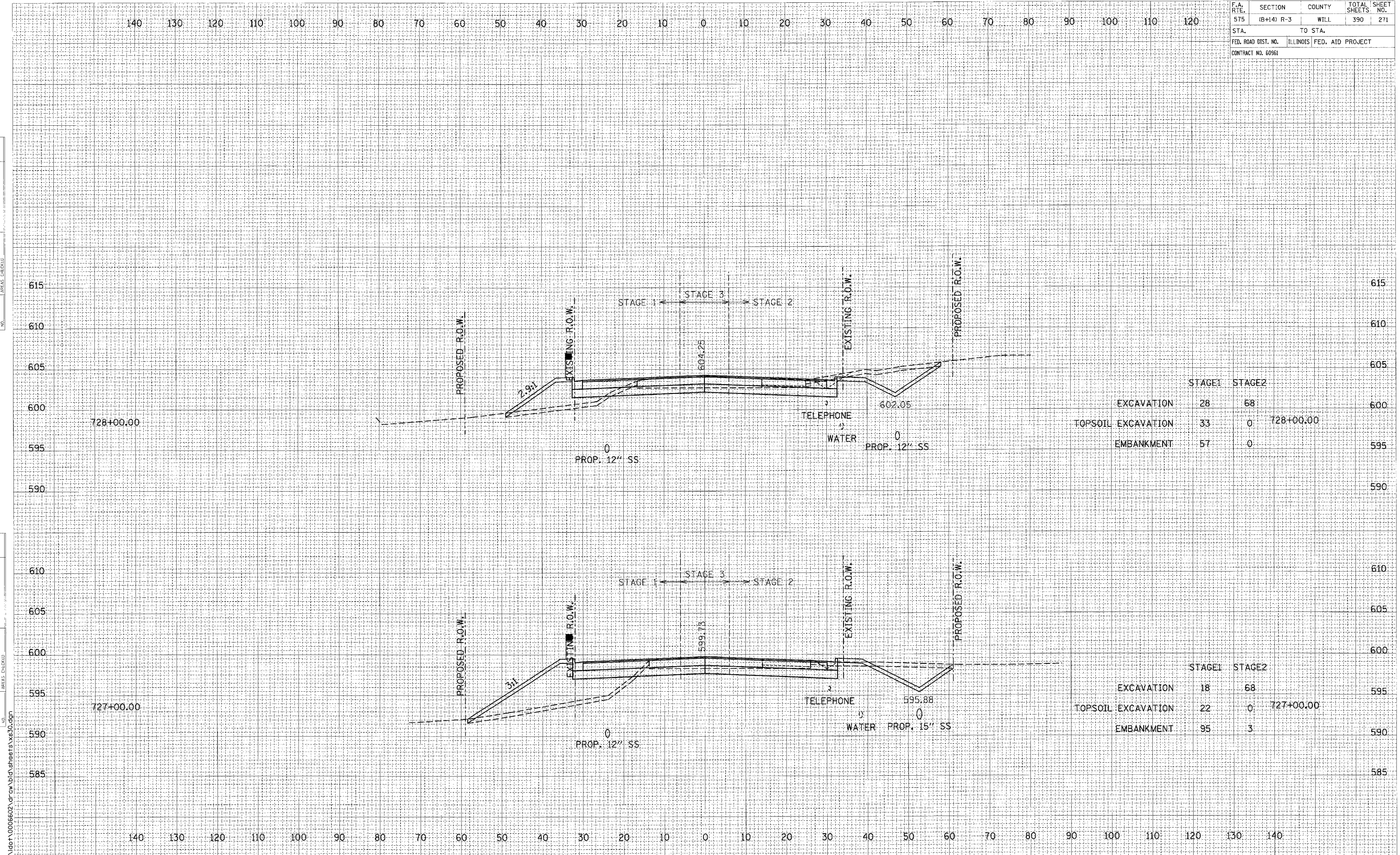
REVISIONS
DATE
BY

I:\dot\0006602\draw\bid\sheet\X1830.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	271
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 60961				

DATE	BY

DATE	BY

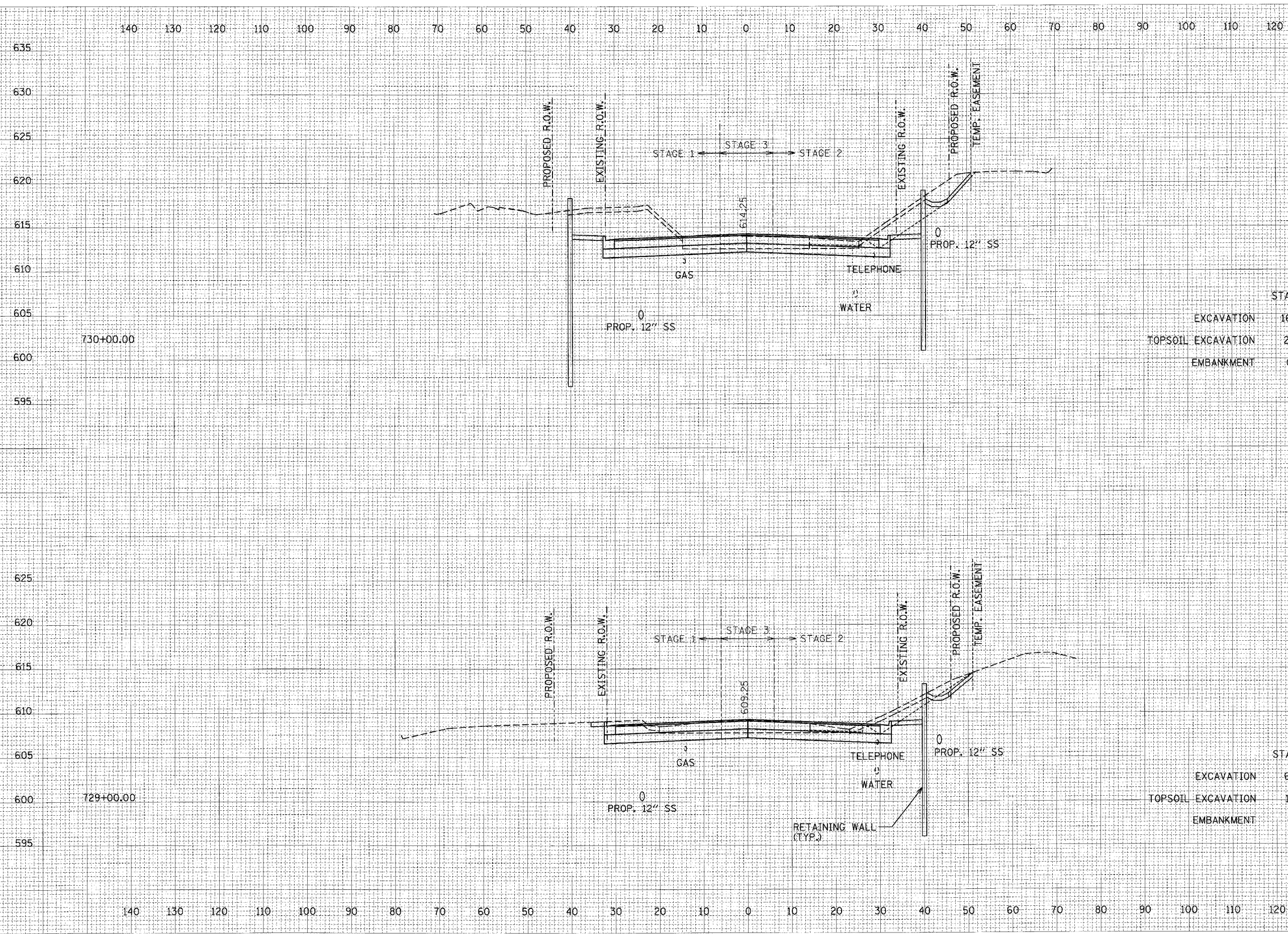


	STAGE 1	STAGE 2	
EXCAVATION	28	68	
TOPSOIL EXCAVATION	33	0	728+00.00
EMBANKMENT	57	0	

	STAGE 1	STAGE 2	
EXCAVATION	18	68	
TOPSOIL EXCAVATION	22	0	727+00.00
EMBANKMENT	95	3	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 727+00.00 TO STA. 728+00.00
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	272
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJEC	635	
CONTRACT NO. 60961				



	STAGE1	STAGE2	
EXCAVATION	163	37	
TOPSOIL EXCAVATION	23	0	730+00.00
EMBANKMENT	0	7	

	STAGE1	STAGE2	
EXCAVATION	60	45	
TOPSOIL EXCAVATION	19	0	729+00.00
EMBANKMENT	0	0	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 729+00.00 TO STA. 730+00.00
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

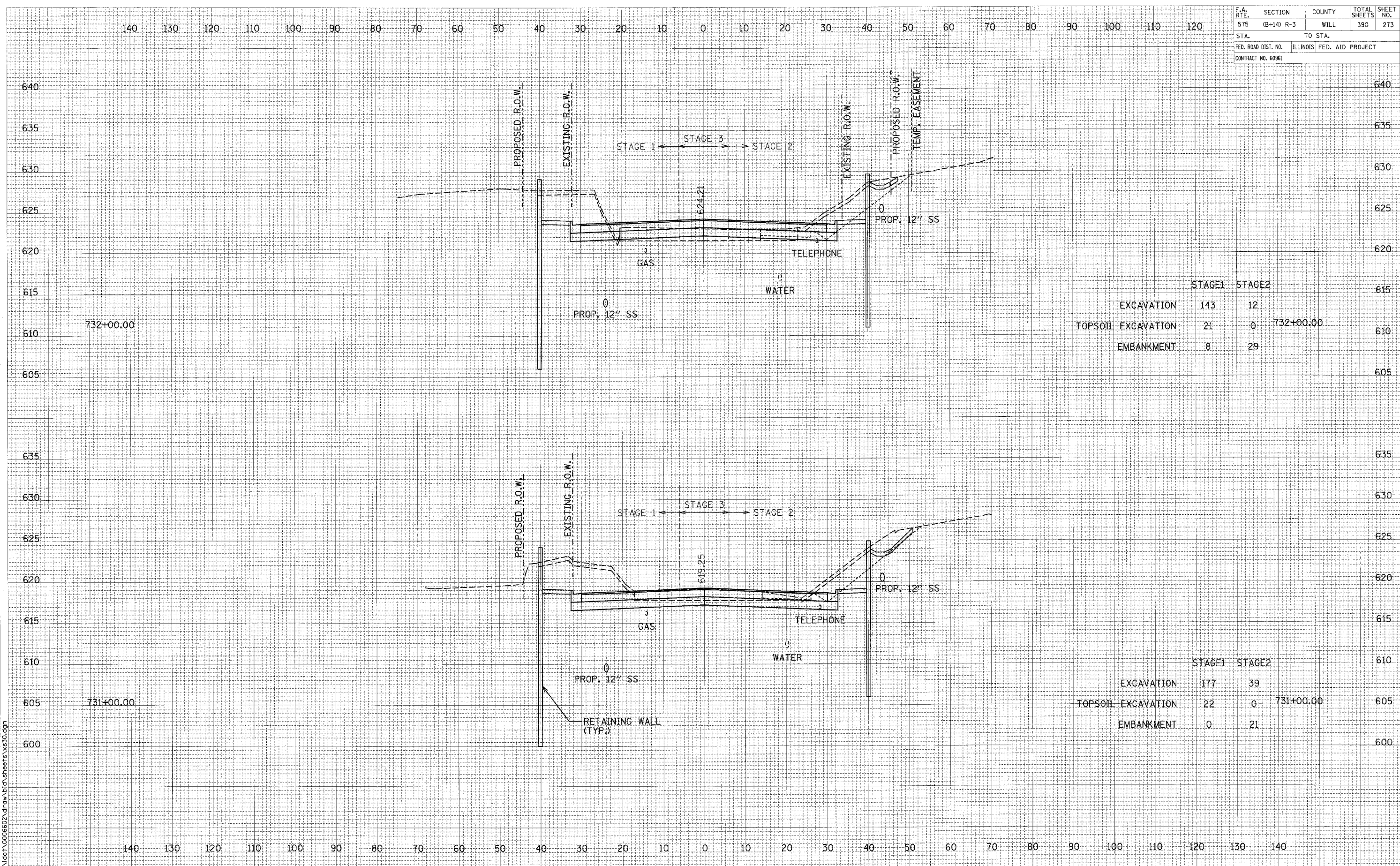
DATE	
BY	
DESIGNED	
CHECKED	
IN CHARGE	
NO.	

DATE	
BY	
DESIGNED	
CHECKED	
IN CHARGE	
NO.	

I:\data\0006602\draw\bid\sheet\X330.dgn

DATE _____ BY _____
 CHECKED _____
 SURVEYED _____
 SURVEY _____
 TEMPLATE _____
 NOTE BOOK _____
 AREAS CHECKED _____

DATE _____ BY _____
 CHECKED _____
 SURVEYED _____
 SURVEY _____
 TEMPLATE _____
 NOTE BOOK _____
 AREAS CHECKED _____



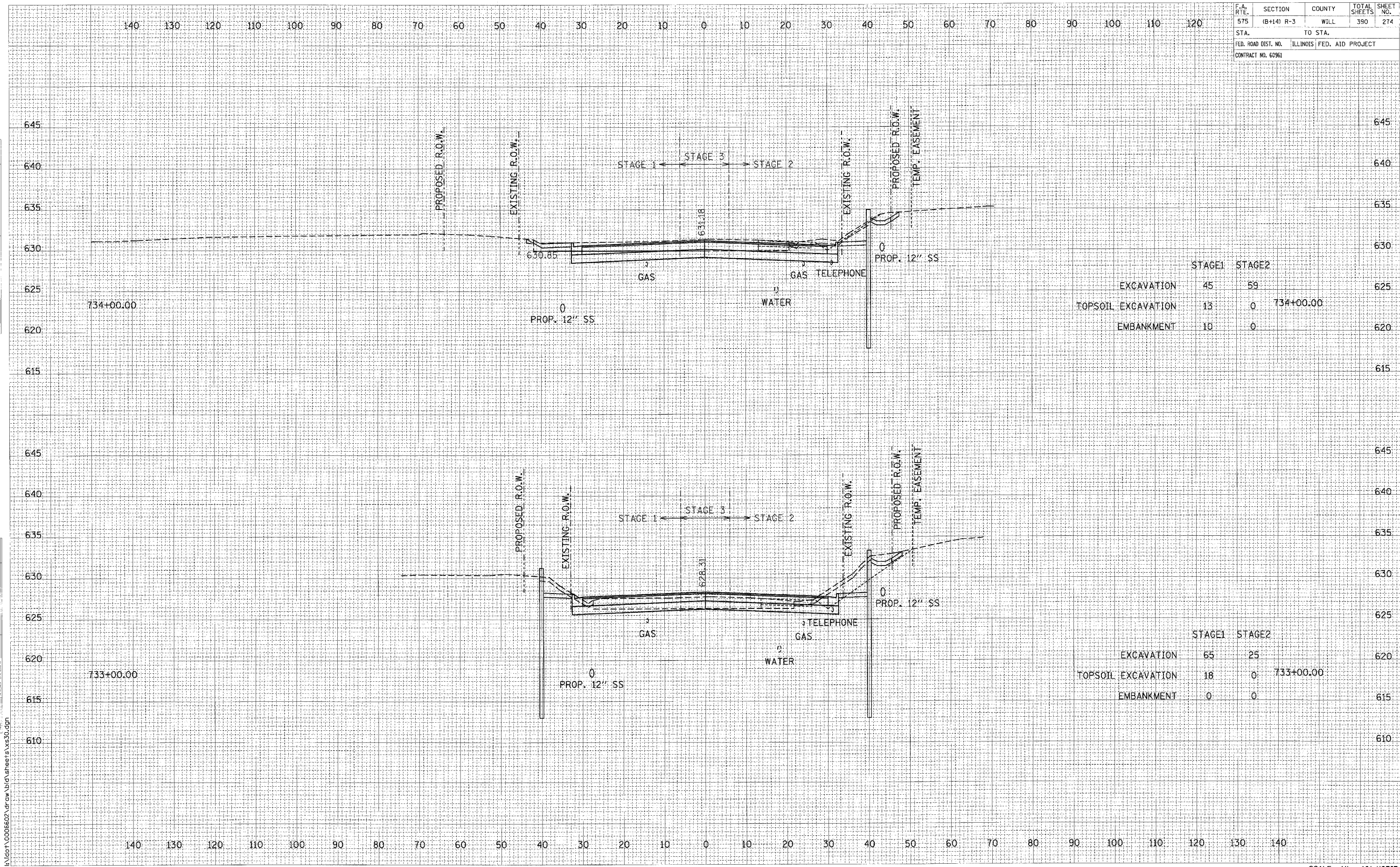
CROSS SECTIONS: U.S. ROUTE 30 - STA. 731+00.00 TO STA. 732+00.00

SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	274
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	
BY	
DESIGNED	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	

DATE	
BY	
DESIGNED	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	



	STAGE1	STAGE2	
EXCAVATION	45	59	
TOPSOIL EXCAVATION	13	0	734+00.00
EMBANKMENT	10	0	

	STAGE1	STAGE2	
EXCAVATION	65	25	
TOPSOIL EXCAVATION	18	0	733+00.00
EMBANKMENT	0	0	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 733+00.00 TO STA. 734+00.00

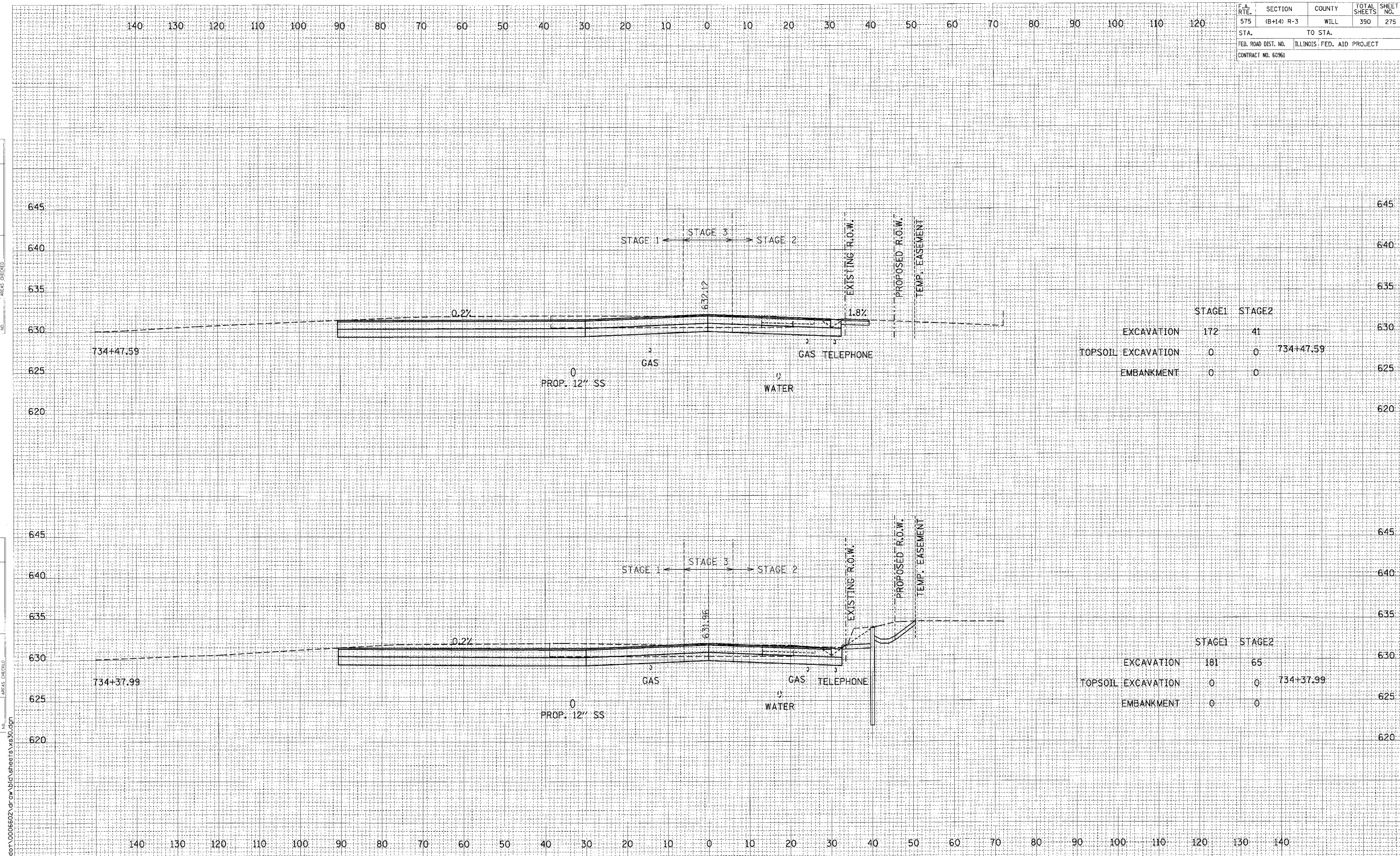
SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

I:\dot\0006602\draw\bid\sheets\X330.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	275
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	BY
DESIGNED	CHECKED
DRAWN	

DATE	BY
DESIGNED	CHECKED
DRAWN	



	STAGE1	STAGE2	
EXCAVATION	172	41	
TOPSOIL EXCAVATION	0	0	734+47.59
EMBANKMENT	0	0	

	STAGE1	STAGE2	
EXCAVATION	181	65	
TOPSOIL EXCAVATION	0	0	734+37.99
EMBANKMENT	0	0	

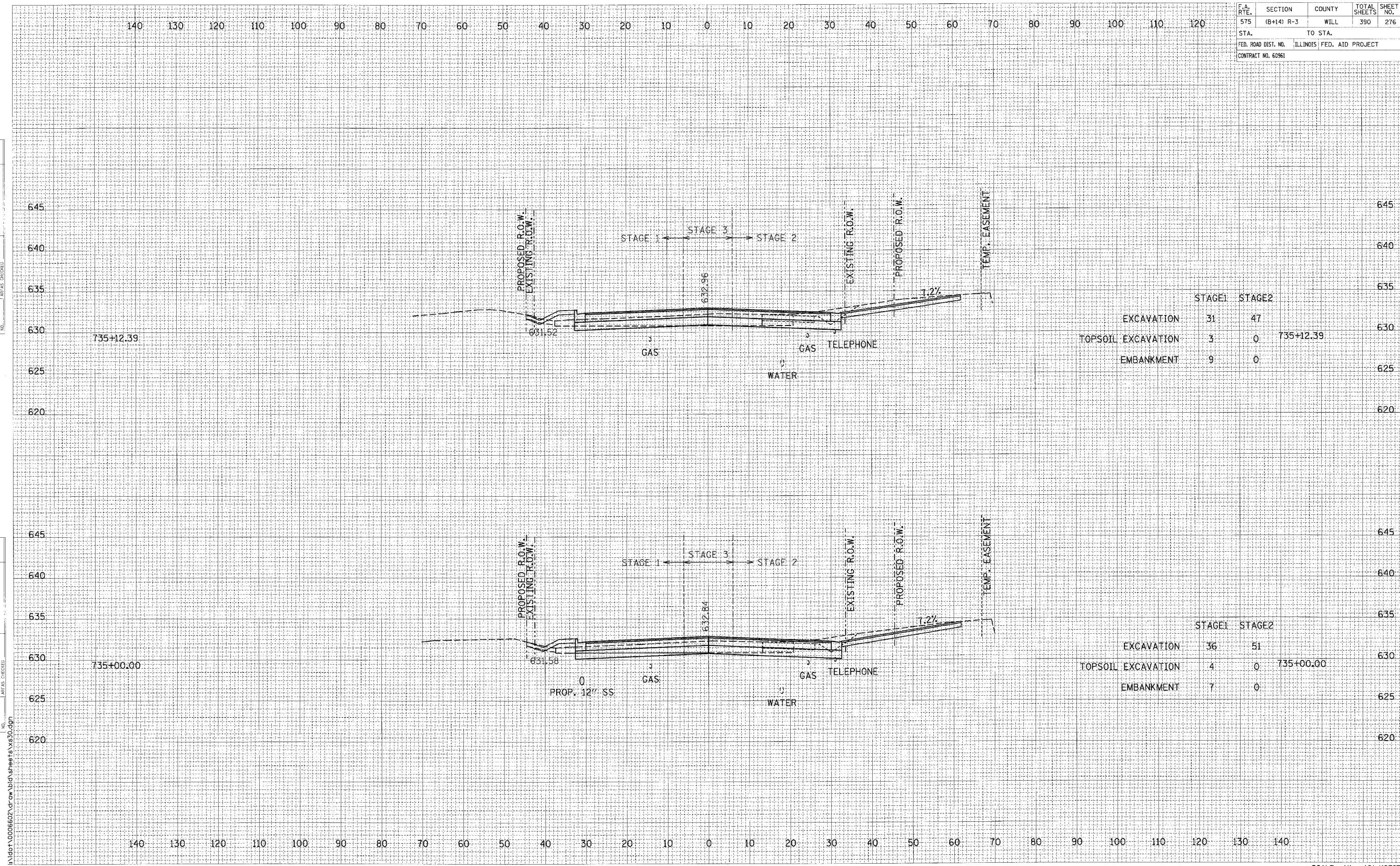
I:\dca\0006602a\dr\dwg\bl\sheet\sheet\y630.dwg

CROSS SECTIONS: U.S. ROUTE 30 - STA. 734+37.99 TO STA. 734+47.59
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	276
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY



	STAGE1	STAGE2	
EXCAVATION	31	47	
TOPSOIL EXCAVATION	3	0	735+12.39
EMBANKMENT	9	0	

	STAGE1	STAGE2	
EXCAVATION	36	51	
TOPSOIL EXCAVATION	4	0	735+00.00
EMBANKMENT	7	0	

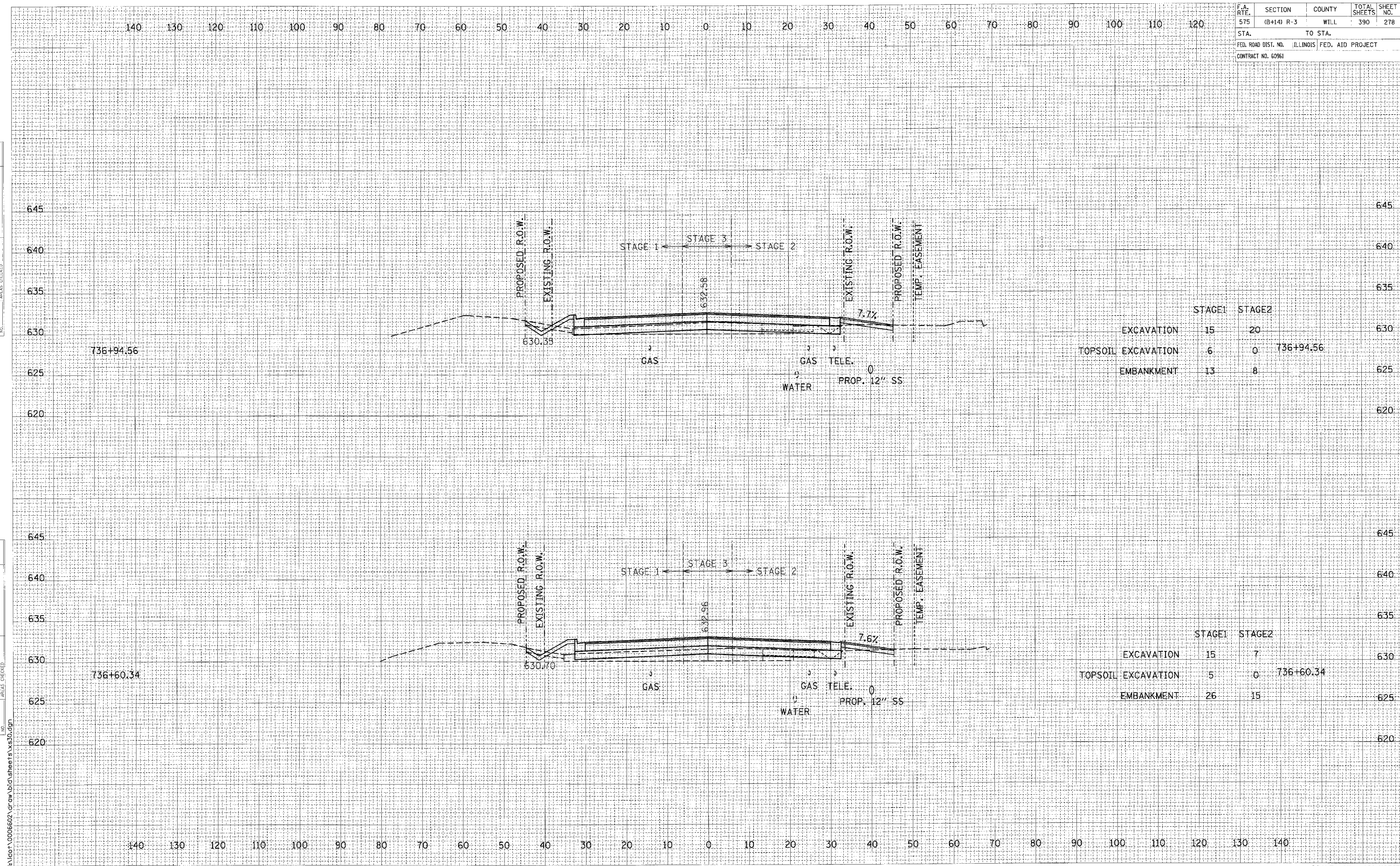
CROSS SECTIONS: U.S. ROUTE 30 - STA. 735+00.00 TO STA. 735+12.39
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

I:\dot\0006602\Draw\bid\sheet\sheet\630.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	278
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

FINAL SURVEY	DATE
NO. 11 BOOK	
NO.	

ORIGINAL SURVEY	DATE
NO. 11 BOOK	
NO.	



	STAGE1	STAGE2	
EXCAVATION	15	20	
TOPSOIL EXCAVATION	6	0	736+94.56
EMBANKMENT	13	8	

	STAGE1	STAGE2	
EXCAVATION	15	7	
TOPSOIL EXCAVATION	5	0	736+60.34
EMBANKMENT	26	15	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 736+60.34 TO STA. 736+94.56

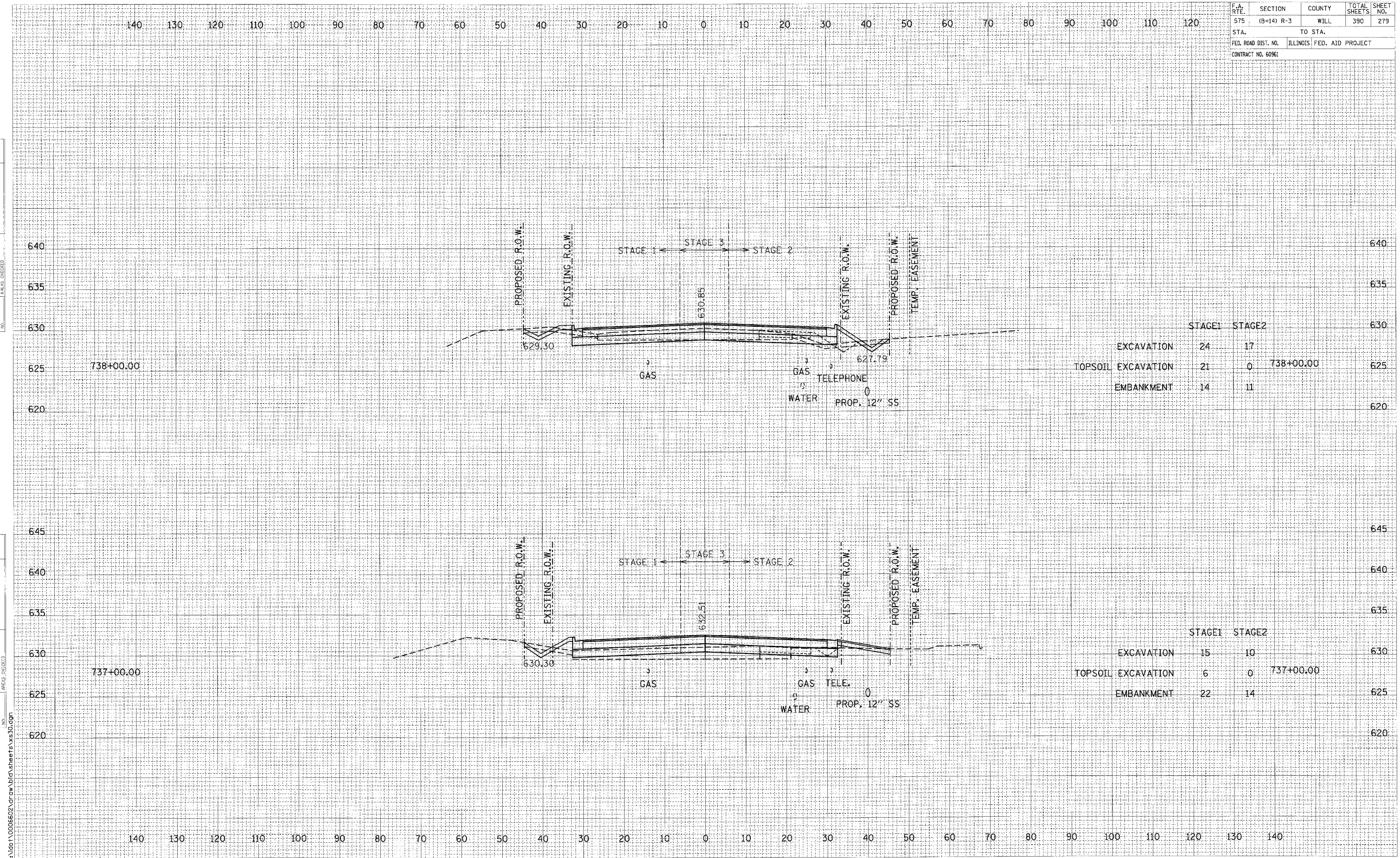
SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

I:\cort\0006602\draw\bid\sheet1\xs30.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	279
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	BY

DATE	BY



	STAGE1	STAGE2		
EXCAVATION	24	17		
TOPSOIL EXCAVATION	21	0	738+00.00	
EMBANKMENT	14	11		

	STAGE1	STAGE2		
EXCAVATION	15	10		
TOPSOIL EXCAVATION	6	0	737+00.00	
EMBANKMENT	22	14		

CROSS SECTIONS: U.S. ROUTE 30 - STA. 737+00.00 TO STA. 738+00.00

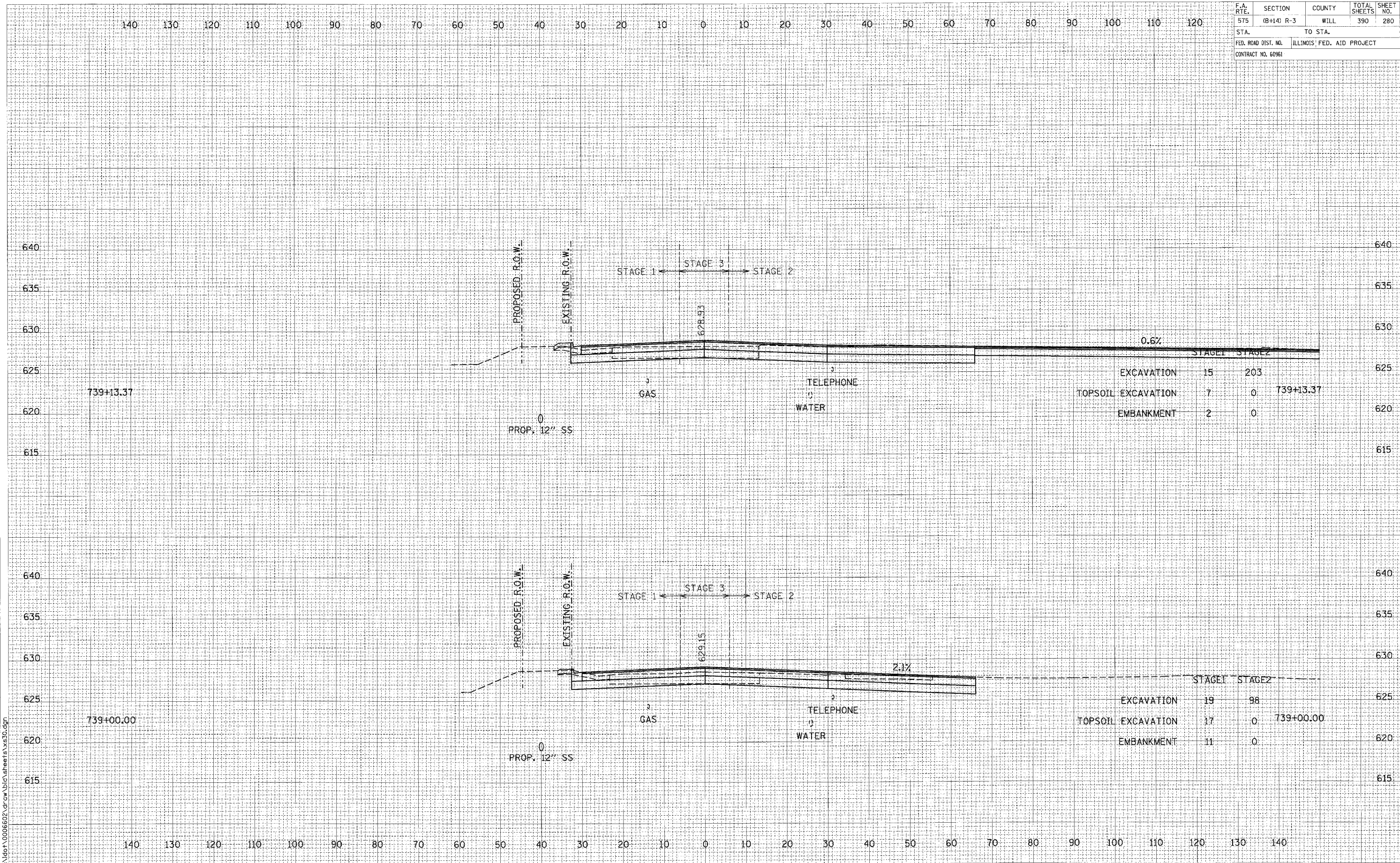
SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

I:\do1\0008602\caw\do1\sheet1\sheet1\sheet1\sheet1.dwg

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+H) R-3	WILL	390	280
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE: _____ BY: _____
 SURVEY: _____
 CHECKED: _____
 NOTE BOOK: _____
 TEMPLATE: _____
 AREAS CHECKED: _____

DATE: _____ BY: _____
 SURVEY: _____
 CHECKED: _____
 NOTE BOOK: _____
 TEMPLATE: _____
 AREAS CHECKED: _____



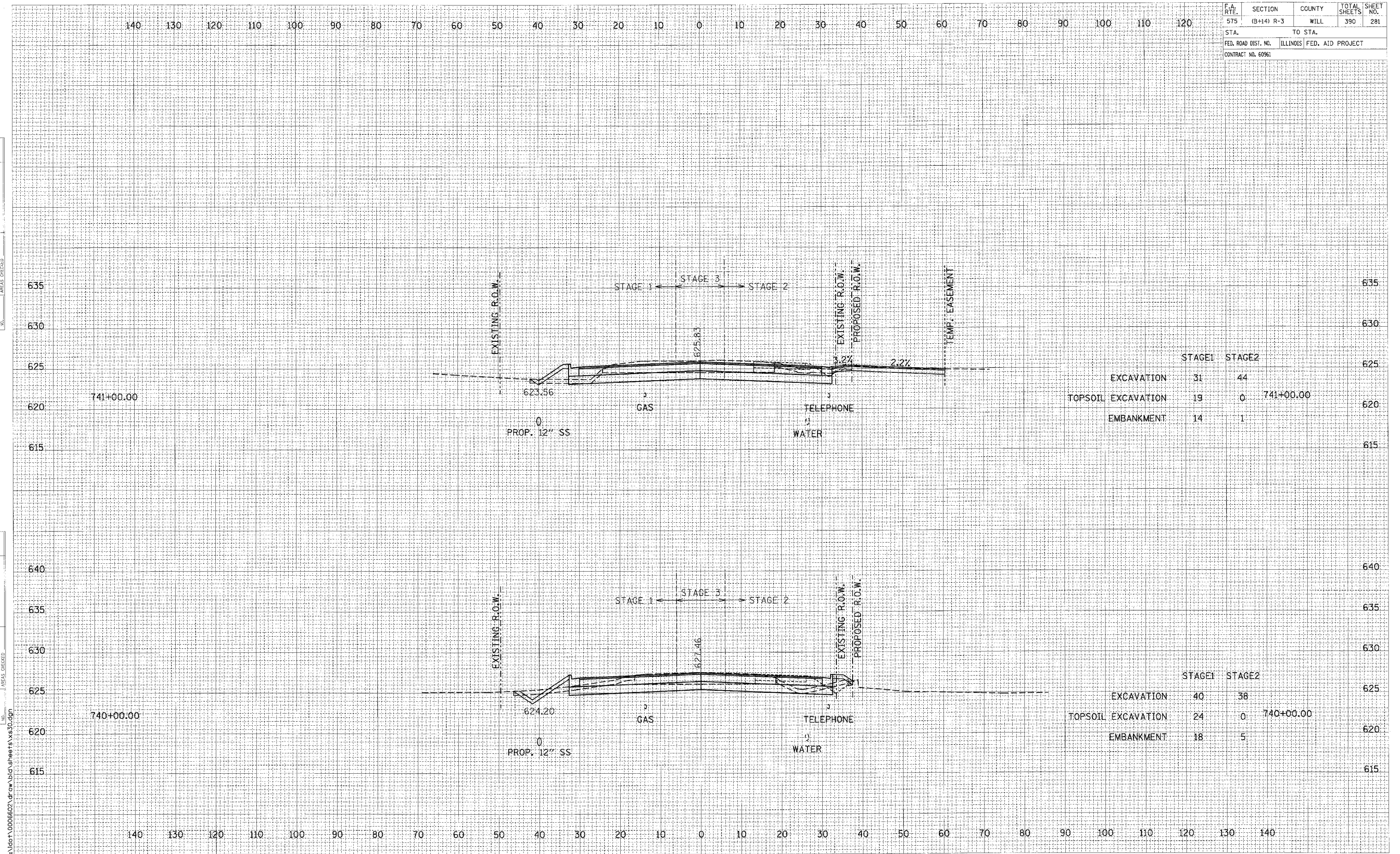
CROSS SECTIONS: U.S. ROUTE 30 - STA. 739+00.00 TO STA. 739+13.37

SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	281
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				

FINAL SURVEY	DATE
BY	
STANDARD	
NOTE BOOK	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
BY	
STANDARD	
NOTE BOOK	
AREAS CHECKED	



	STAGE1	STAGE2	
EXCAVATION	31	44	
TOPSOIL EXCAVATION	19	0	741+00.00
EMBANKMENT	14	1	

	STAGE1	STAGE2	
EXCAVATION	40	38	
TOPSOIL EXCAVATION	24	0	740+00.00
EMBANKMENT	18	5	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 740+00.00 TO STA. 741+00.00

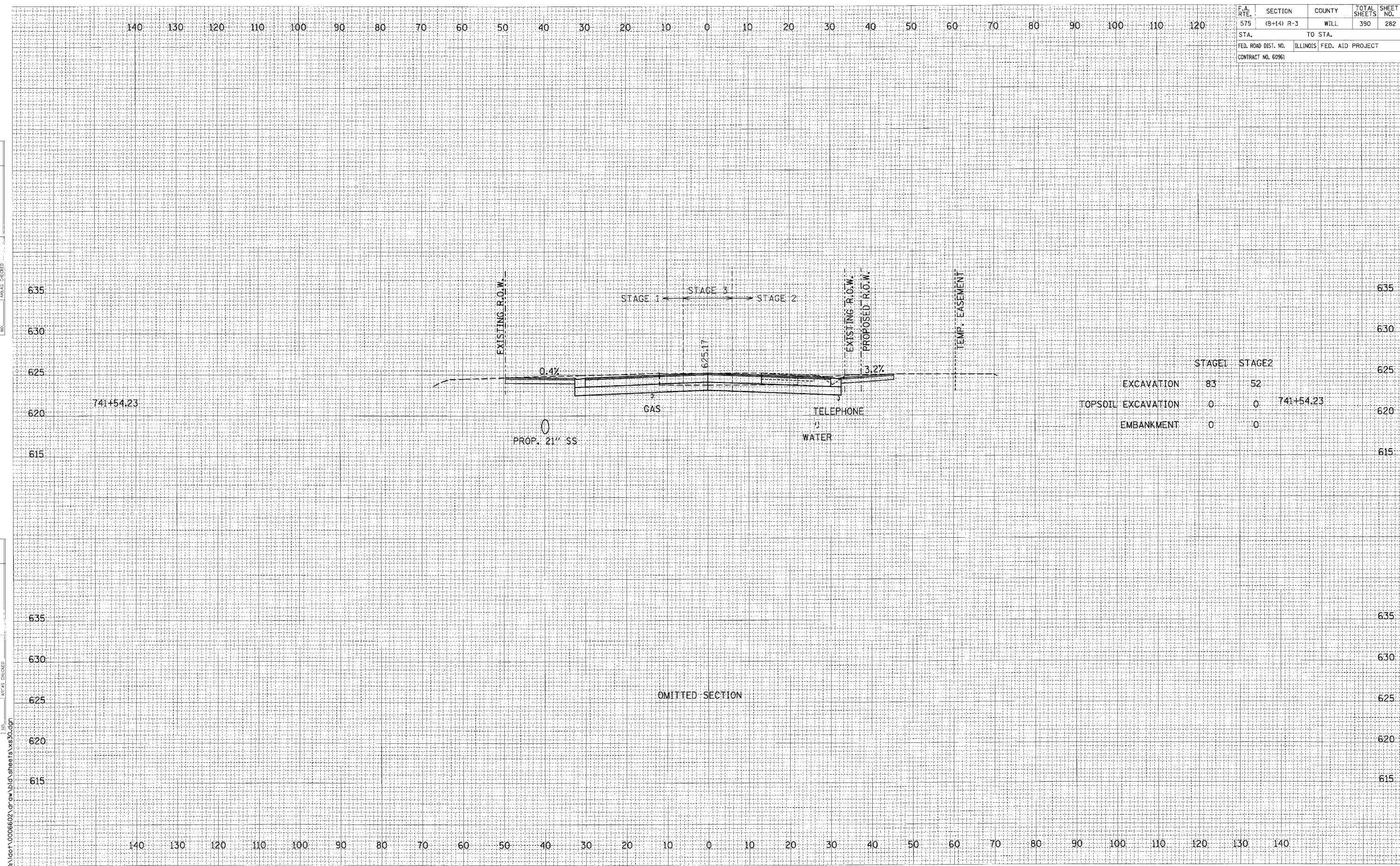
SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

I:\dot\0006602\draw\bid\sheets\xs30.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	282
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				

FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

DIGITAL SURVEY	BY	DATE
NOTE BOOK		
NO.		



	STAGE1	STAGE2	
EXCAVATION	83	52	
TOPSOIL EXCAVATION	0	0	741+54.23
EMBANKMENT	0	0	

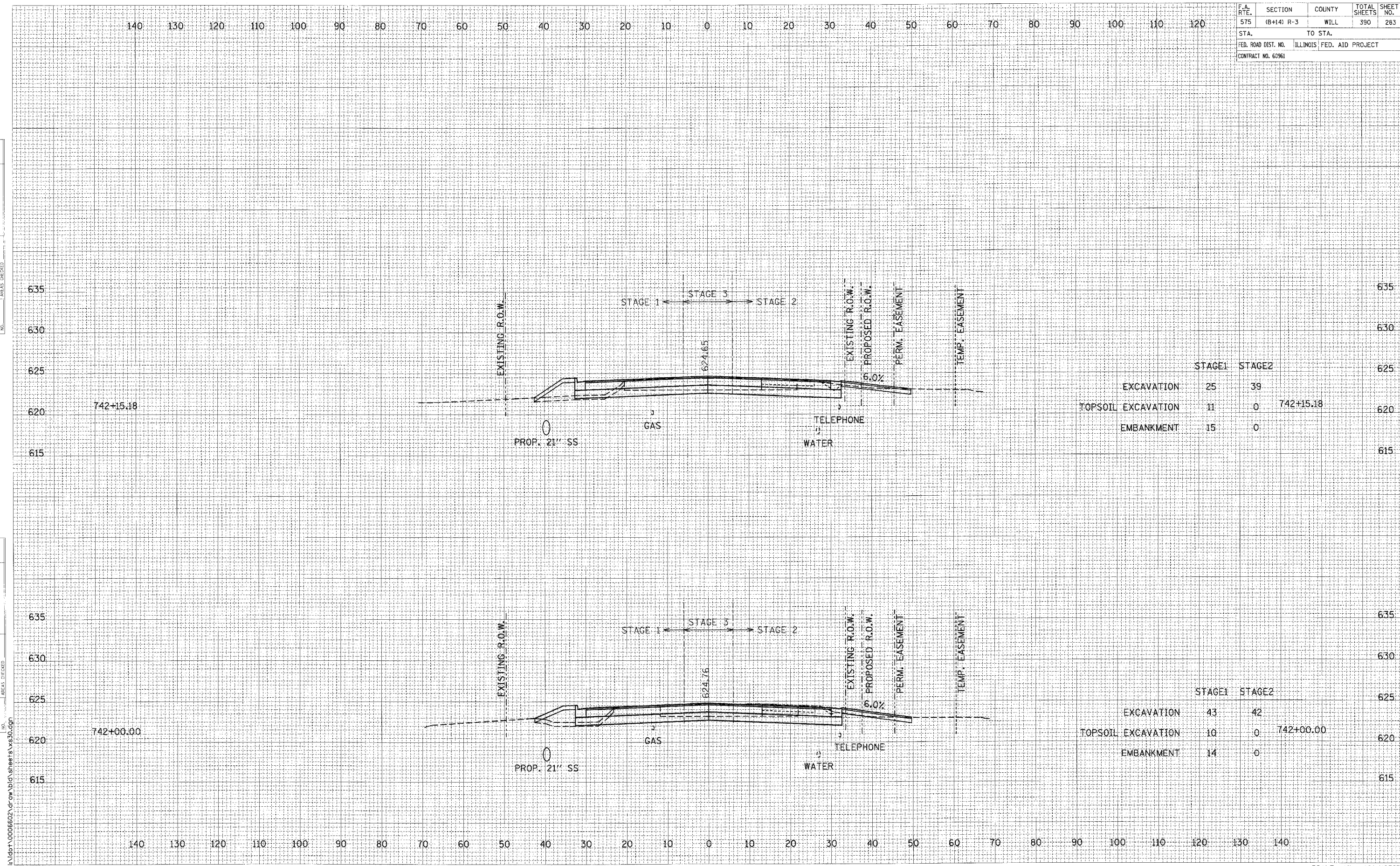
OMITTED SECTION

I:\dot\0006602\draw\bid\sheet\sheet30.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	283
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	BY	NO.
FINAL SURVEY	DESIGNED	PLOTTED
NOTE BOOK	TEMPLATE	AREAS CHECKED

DATE	BY	NO.
ORIGINAL SURVEY	DESIGNED	PLOTTED
NOTE BOOK	TEMPLATE	AREAS CHECKED



	STAGE1	STAGE2	
EXCAVATION	25	39	
TOPSOIL EXCAVATION	11	0	742+15.18
EMBANKMENT	15	0	

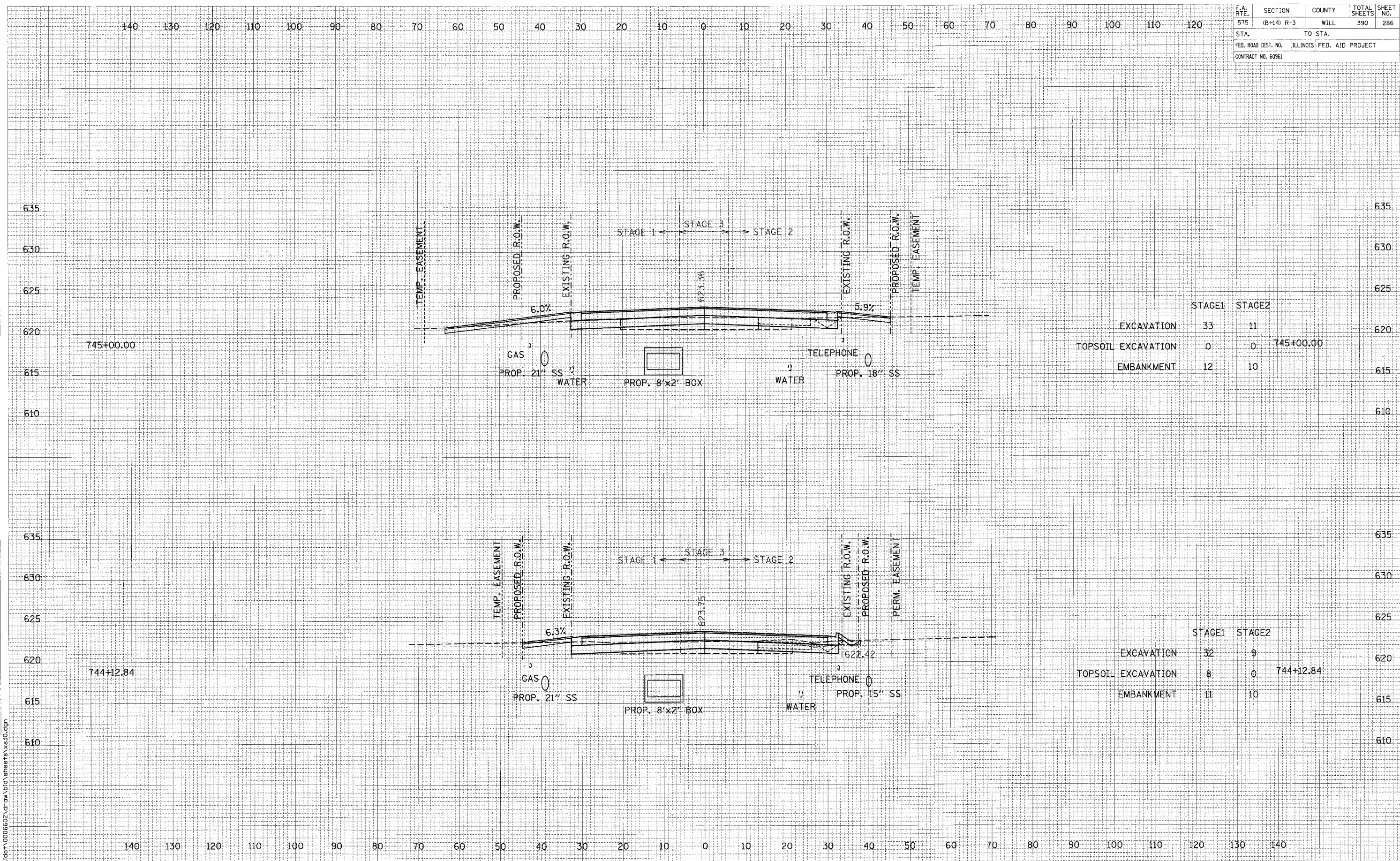
	STAGE1	STAGE2	
EXCAVATION	43	42	
TOPSOIL EXCAVATION	10	0	742+00.00
EMBANKMENT	14	0	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 742+00.00 TO STA. 742+15.18
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

I:\dot\006602\Draw\bid\sheet\3\630.dgn

FINAL SURVEY
 SURVEYED
 PLANNED
 NOTE BOOK
 NO. 123456789
 AREAS CHECKED

ORIGINAL SURVEY
 SURVEYED
 PLANNED
 NOTE BOOK
 NO. 123456789
 AREAS CHECKED



	STAGE1	STAGE2	
EXCAVATION	33	11	620
TOPSOIL EXCAVATION	0	0	745+00.00
EMBANKMENT	12	10	615

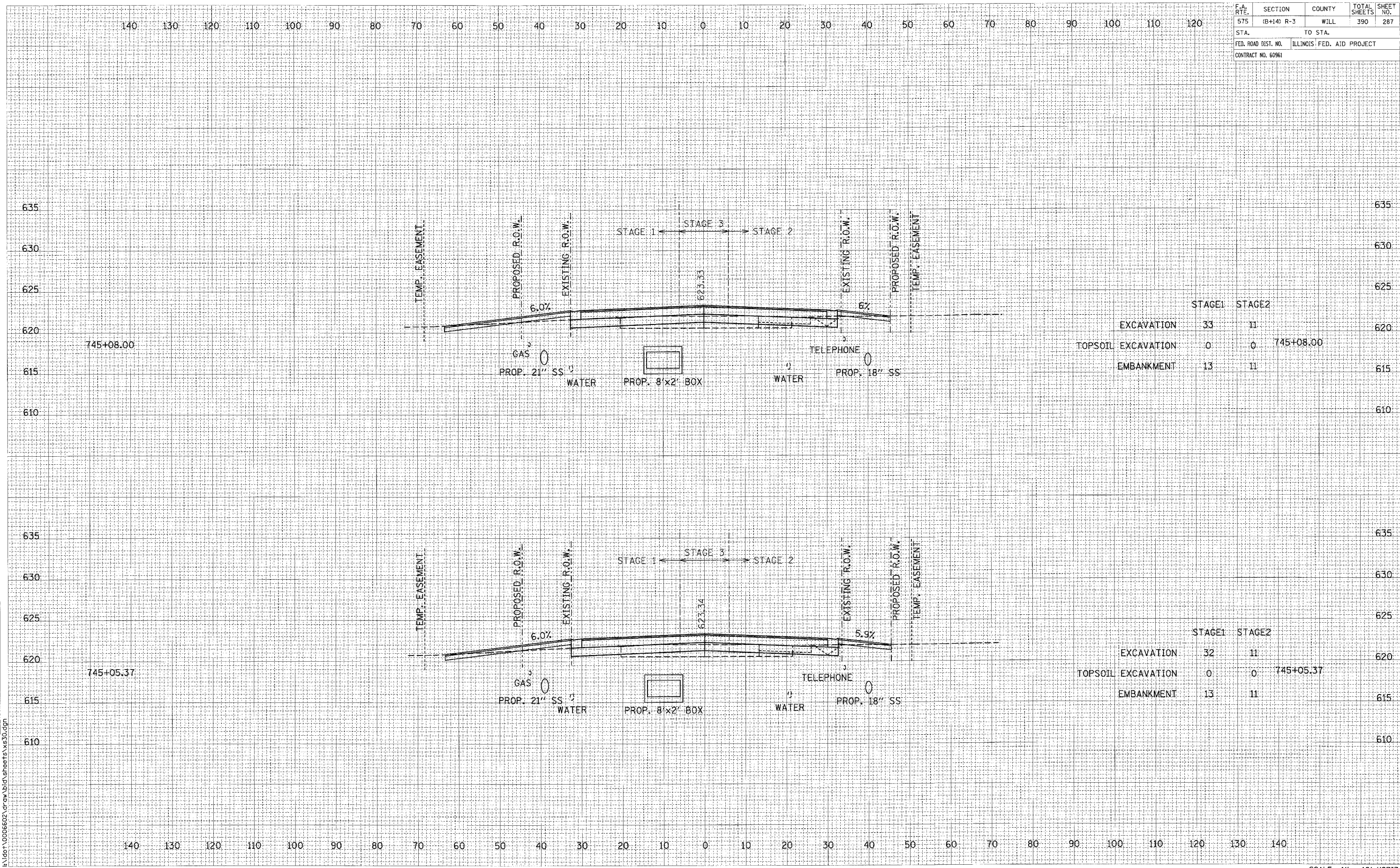
	STAGE1	STAGE2	
EXCAVATION	32	9	620
TOPSOIL EXCAVATION	8	0	744+12.84
EMBANKMENT	11	10	615

CROSS SECTIONS: U.S. ROUTE 30 - STA. 744+12.84 TO STA. 745+00.00
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	287
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	BY
PROJECT	NO.
REVISION	NO.
DATE	BY
PROJECT	NO.
REVISION	NO.

DATE	BY
PROJECT	NO.
REVISION	NO.
DATE	BY
PROJECT	NO.
REVISION	NO.



	STAGE1	STAGE2	
EXCAVATION	33	11	
TOPSOIL EXCAVATION	0	0	745+08.00
EMBANKMENT	13	11	

	STAGE1	STAGE2	
EXCAVATION	32	11	
TOPSOIL EXCAVATION	0	0	745+05.37
EMBANKMENT	13	11	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 745+05.37 TO STA. 745+08.00

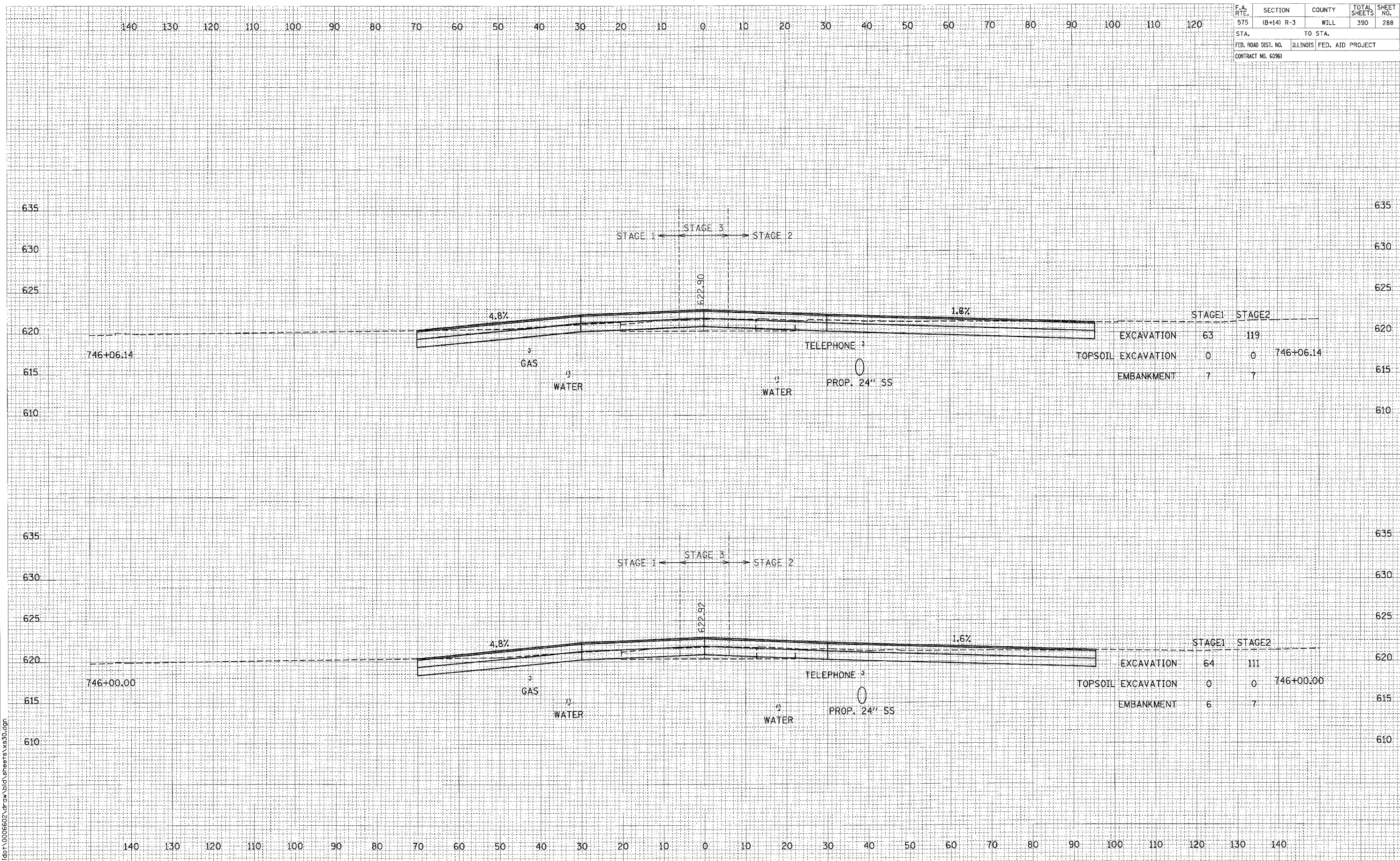
SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

I:\dot\000602\Draw\dot\sheet\sheet\y630.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	288
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 60961				

DATE	
BY	
FINAL SURVEY	
REVIEWED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
REVIEWED	
NOTE BOOK	
AREAS CHECKED	



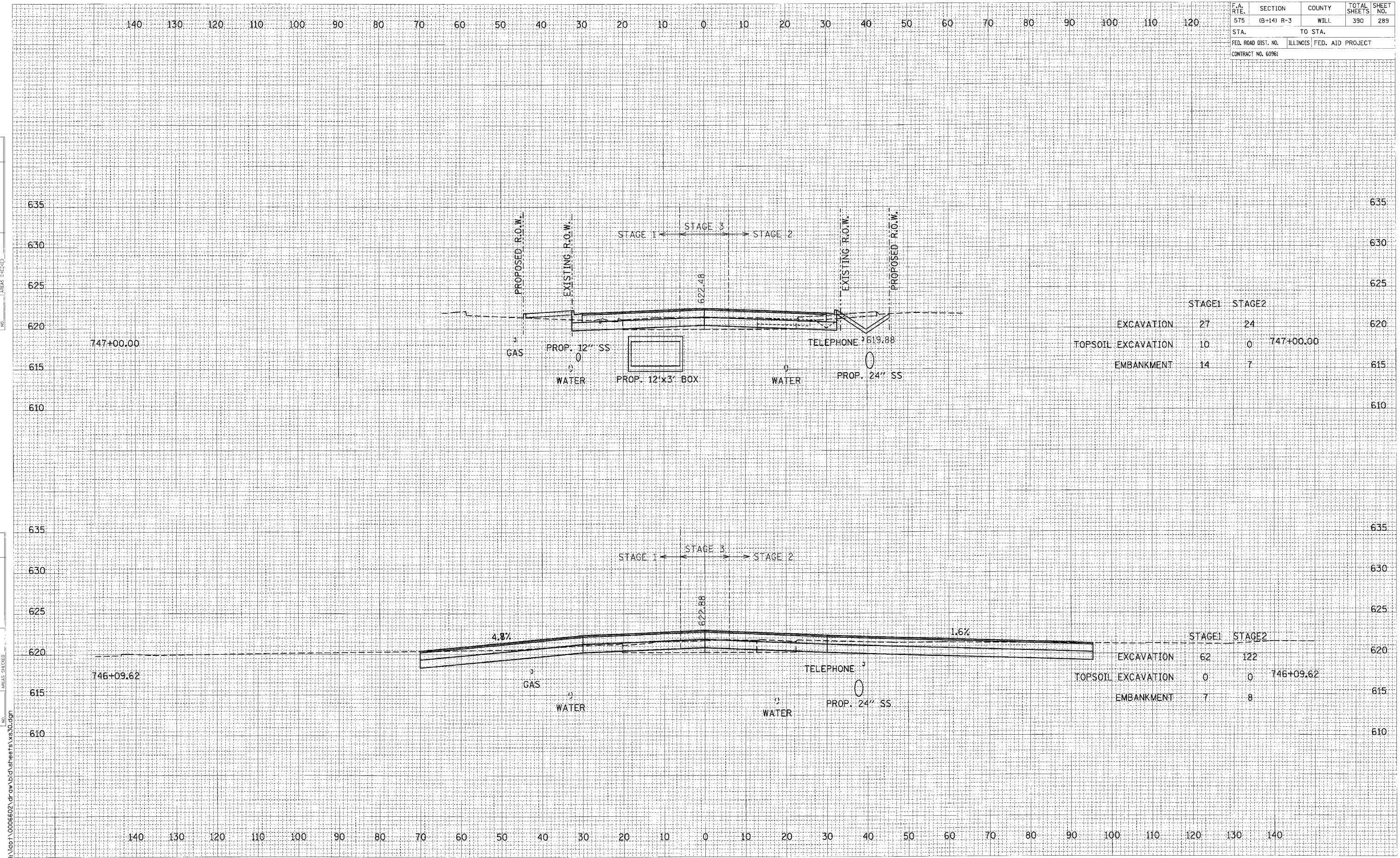
I:\1001\0006602\Draw\1d\1\sheet1 vs 30.dgn

CROSS SECTIONS: U.S. ROUTE 30 - STA. 746+00.00 TO STA. 746+06.14
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B-14) R-3	WILL	390	289
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

FINAL SURVEY	BY	DATE
NOTED BOOK		
NO. 100		

ORIGINAL SURVEY	BY	DATE
NOTED BOOK		
NO. 100		

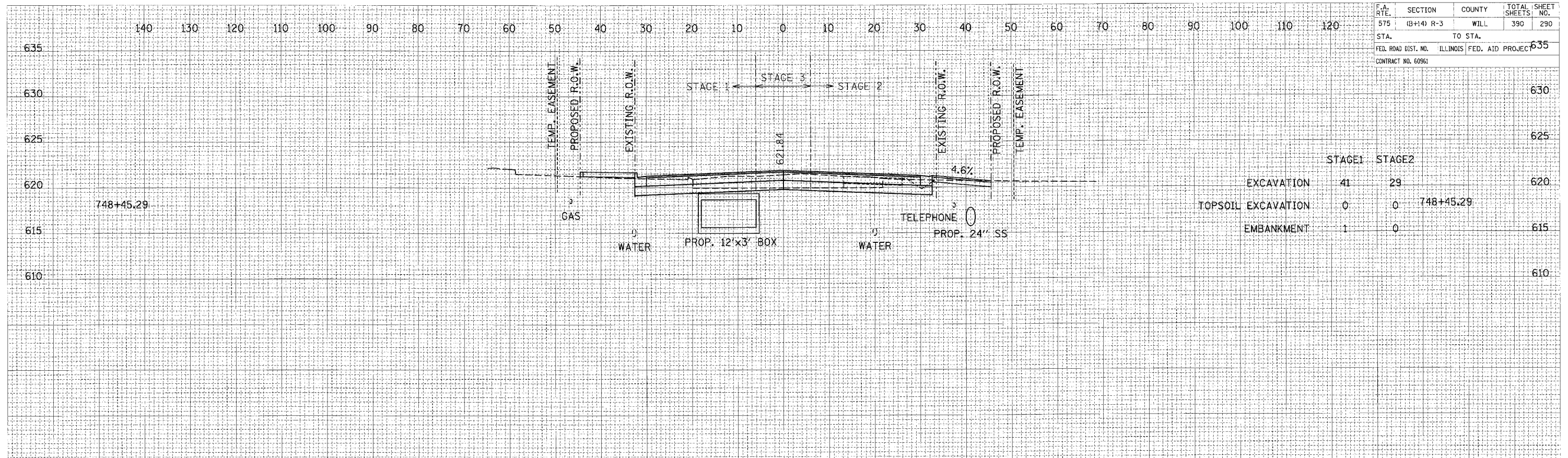


	STAGE1	STAGE2	
EXCAVATION	27	24	
TOPSOIL EXCAVATION	10	0	747+00.00
EMBANKMENT	14	7	

	STAGE1	STAGE2	
EXCAVATION	62	122	
TOPSOIL EXCAVATION	0	0	746+09.62
EMBANKMENT	7	8	

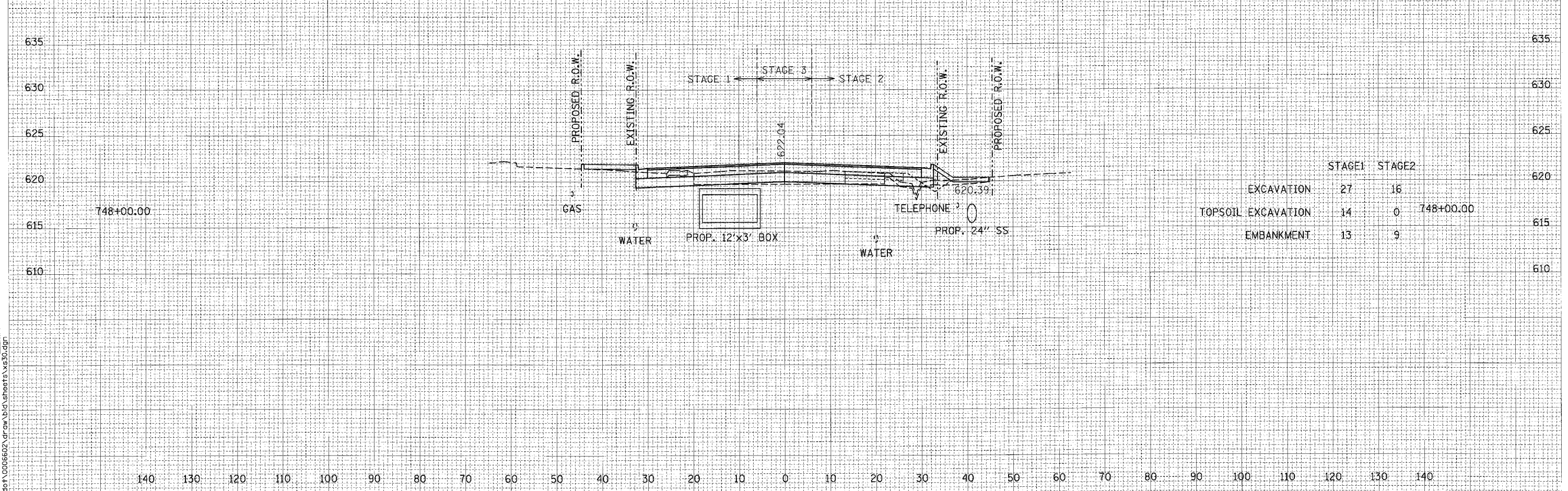
CROSS SECTIONS: U.S. ROUTE 30 - STA. 746+09.62 TO STA. 747+00.00
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

DATE
BY
APPROVED
SURVEY
NOTE BOOK
AREAS CHECKED



	STAGE1	STAGE2	
EXCAVATION	41	29	620
TOPSOIL EXCAVATION	0	0	748+45.29
EMBANKMENT	1	0	615

DATE
BY
APPROVED
SURVEY
NOTE BOOK
AREAS CHECKED



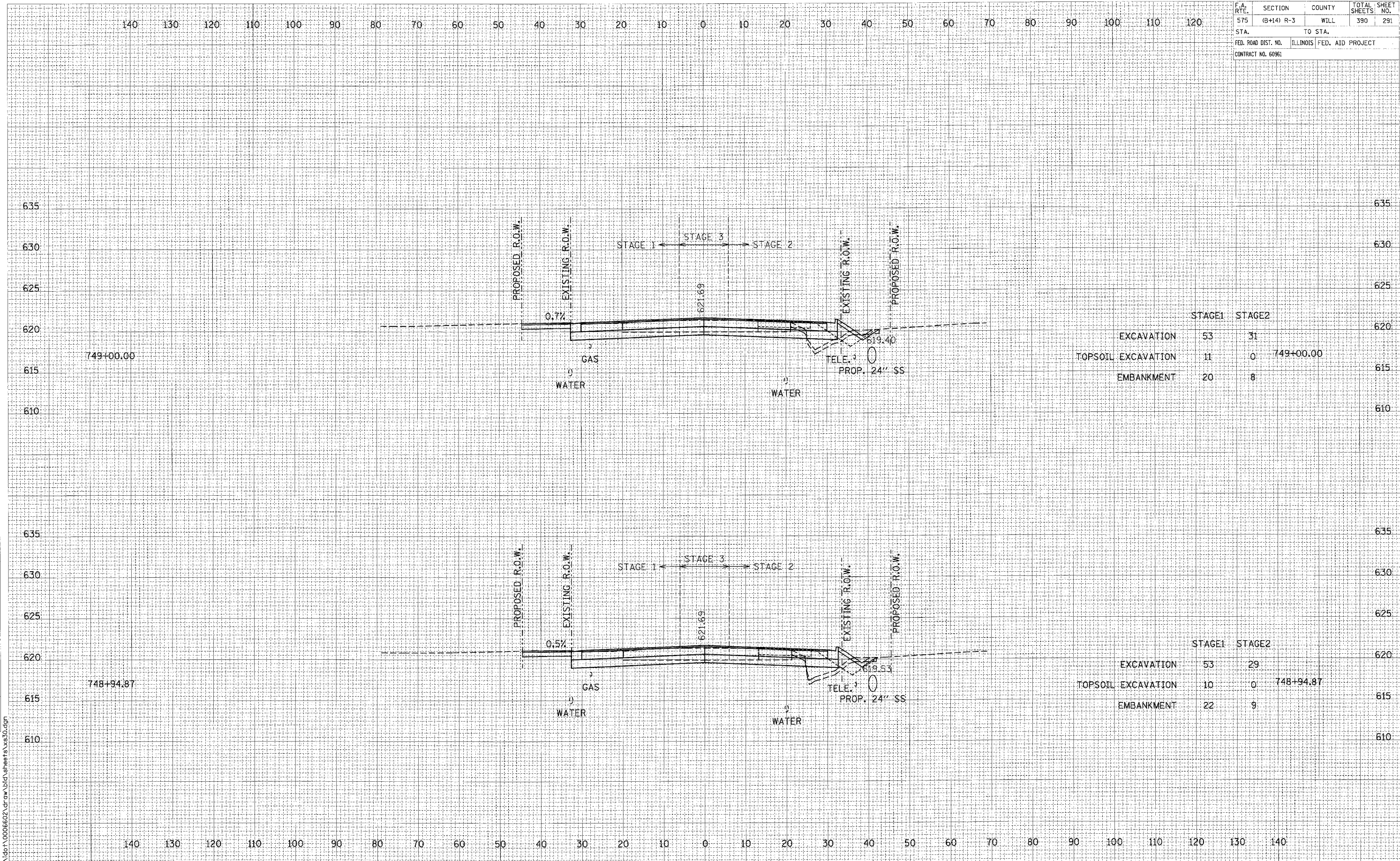
	STAGE1	STAGE2	
EXCAVATION	27	16	620
TOPSOIL EXCAVATION	14	0	748+00.00
EMBANKMENT	13	9	615

I:\dot\000602\draw\bid\sheet\vs30.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	291
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				

DATE
BY
REVISION
NOTES
AREAS CHECKED

DATE
BY
REVISION
NOTES
AREAS CHECKED



	STAGE1	STAGE2	
EXCAVATION	53	31	
TOPSOIL EXCAVATION	11	0	749+00.00
EMBANKMENT	20	8	

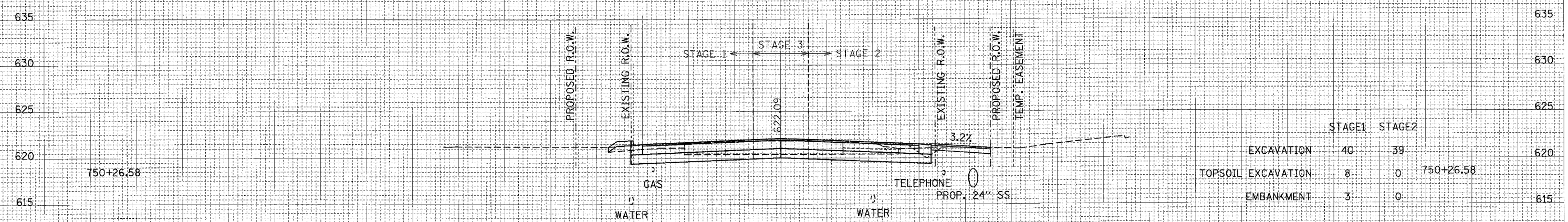
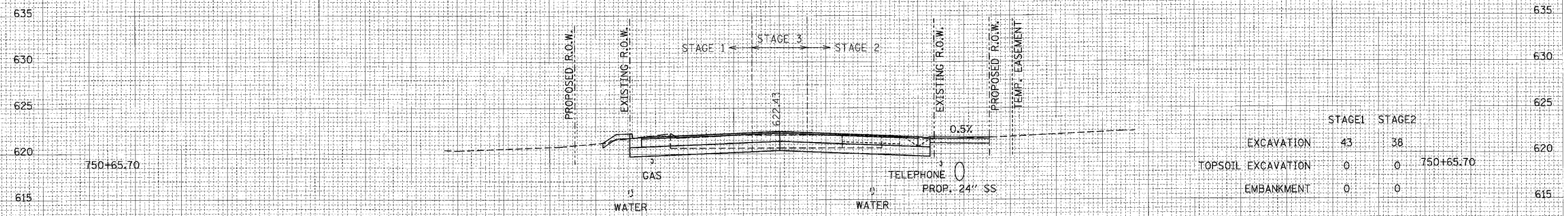
	STAGE1	STAGE2	
EXCAVATION	53	29	
TOPSOIL EXCAVATION	10	0	748+94.87
EMBANKMENT	22	9	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 748+94.87 TO STA. 749+00.00

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	293
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120



140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

CROSS SECTIONS: U.S. ROUTE 30 - STA. 750+26.58 TO STA. 750+65.70

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

DATE	
BY	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	
NO. 11	
NO. 12	
NO. 13	
NO. 14	
NO. 15	
NO. 16	
NO. 17	
NO. 18	
NO. 19	
NO. 20	
NO. 21	
NO. 22	
NO. 23	
NO. 24	
NO. 25	
NO. 26	
NO. 27	
NO. 28	
NO. 29	
NO. 30	
NO. 31	
NO. 32	
NO. 33	
NO. 34	
NO. 35	
NO. 36	
NO. 37	
NO. 38	
NO. 39	
NO. 40	
NO. 41	
NO. 42	
NO. 43	
NO. 44	
NO. 45	
NO. 46	
NO. 47	
NO. 48	
NO. 49	
NO. 50	

DATE	
BY	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	
NO. 11	
NO. 12	
NO. 13	
NO. 14	
NO. 15	
NO. 16	
NO. 17	
NO. 18	
NO. 19	
NO. 20	
NO. 21	
NO. 22	
NO. 23	
NO. 24	
NO. 25	
NO. 26	
NO. 27	
NO. 28	
NO. 29	
NO. 30	
NO. 31	
NO. 32	
NO. 33	
NO. 34	
NO. 35	
NO. 36	
NO. 37	
NO. 38	
NO. 39	
NO. 40	
NO. 41	
NO. 42	
NO. 43	
NO. 44	
NO. 45	
NO. 46	
NO. 47	
NO. 48	
NO. 49	
NO. 50	

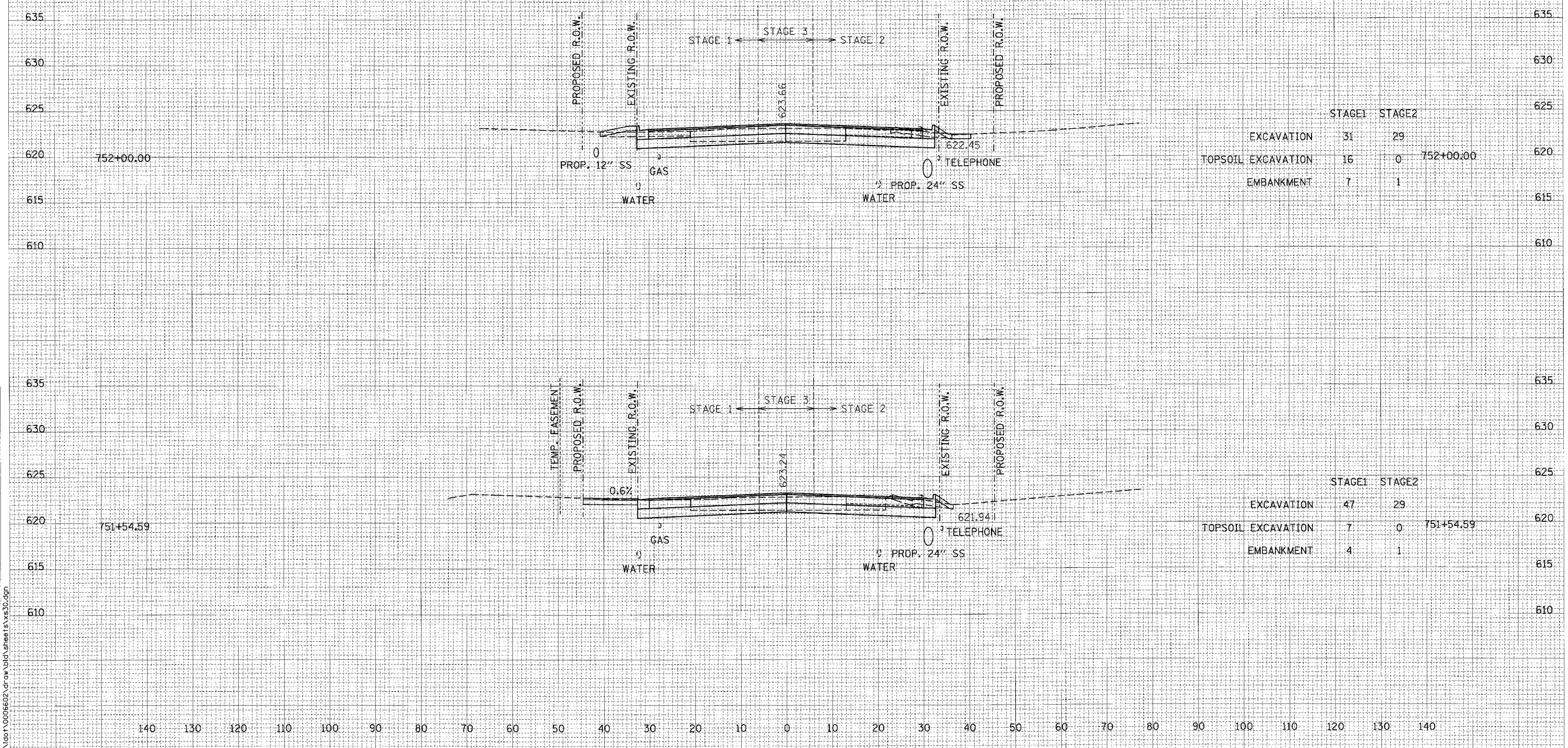
I:\dot\0006602\draw\bid\sheet\sheet\630.dgn

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	295
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY



	STAGE 1	STAGE 2	
EXCAVATION	31	29	
TOPSOIL EXCAVATION	16	0	752+00.00
EMBANKMENT	7	1	

	STAGE 1	STAGE 2	
EXCAVATION	47	29	
TOPSOIL EXCAVATION	7	0	751+54.59
EMBANKMENT	4	1	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 751+54.59 TO STA. 752+00.00

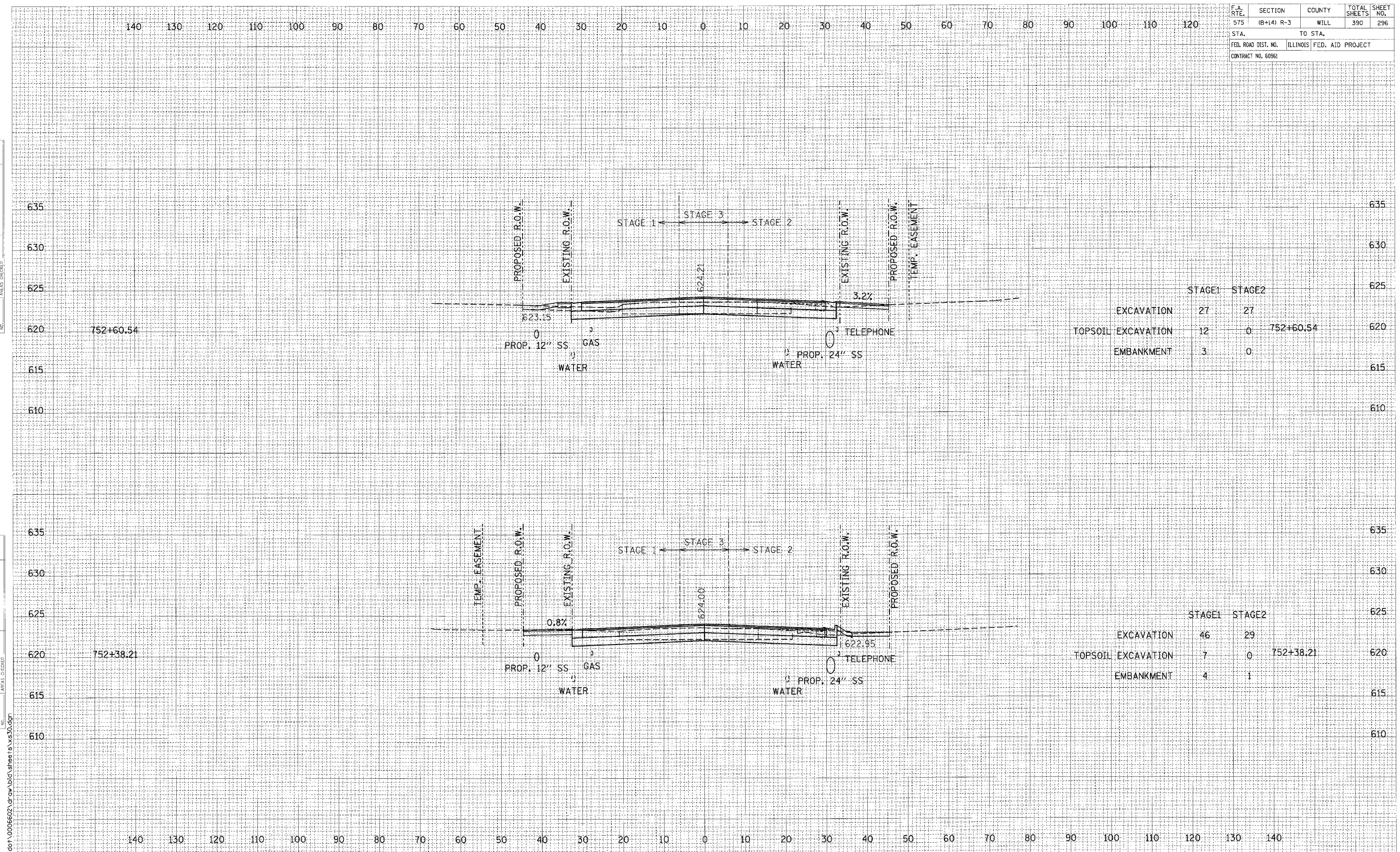
SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

I:\dot\0006602\draw\bid\sheet1s\es30.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	296
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

FINAL	DATE
SURVEY	BY
NOTE BOOK	NO.
REVISIONS	
1	
2	
3	
4	
5	

ORIGINAL	DATE
SURVEY	BY
NOTE BOOK	NO.
REVISIONS	
1	
2	
3	
4	
5	



	STAGE1	STAGE2	
EXCAVATION	27	27	
TOPSOIL EXCAVATION	12	0	752+60.54
EMBANKMENT	3	0	

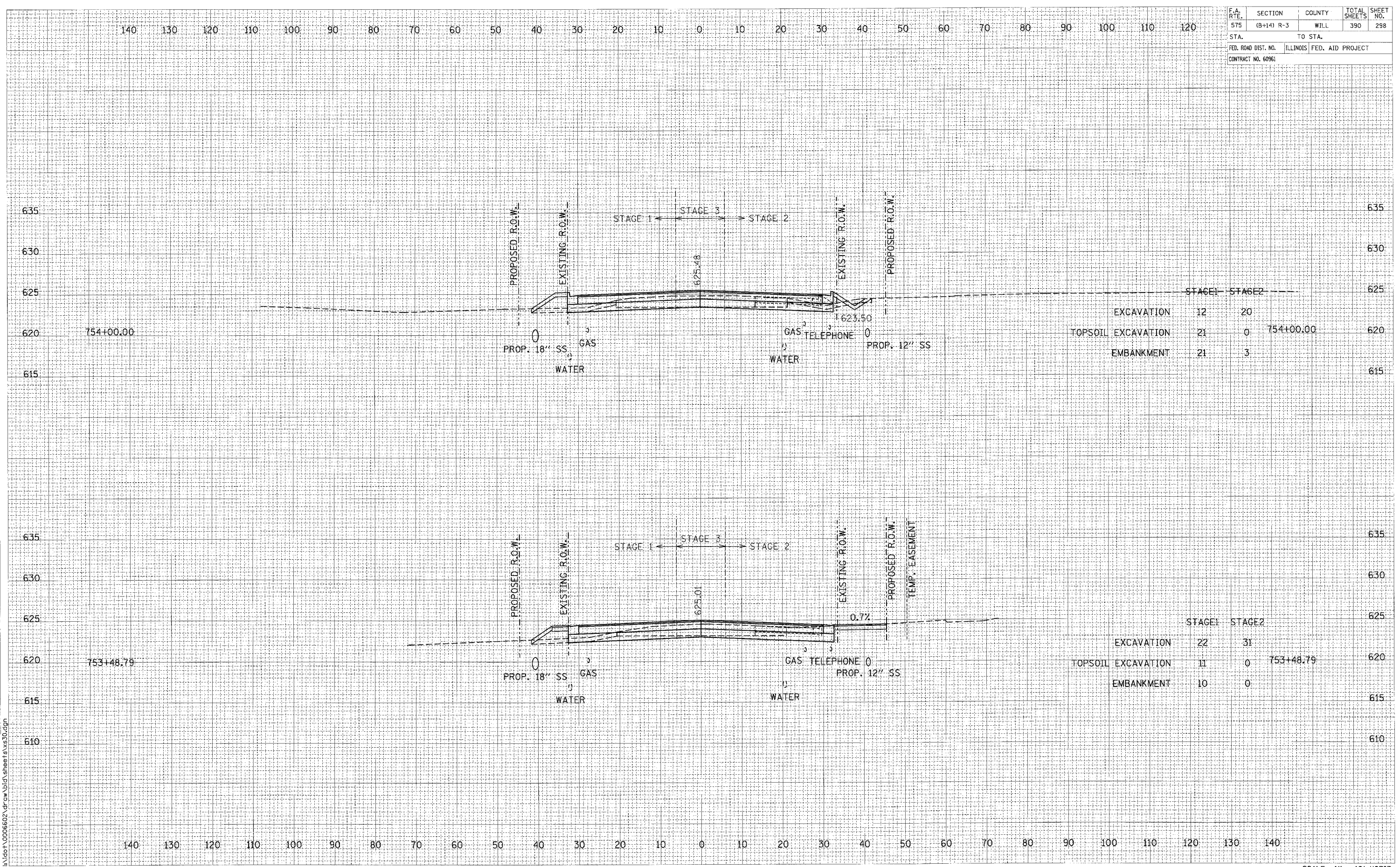
	STAGE1	STAGE2	
EXCAVATION	46	29	
TOPSOIL EXCAVATION	7	0	752+38.21
EMBANKMENT	4	1	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 752+38.21 TO STA. 752+60.54
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	298
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 60961				

FINAL SURVEY	DATE
SHEET NO.	
NO. L. BOOK	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
NOTE BOOK	
AREAS CHECKED	



	STAGE 1	STAGE 2	
EXCAVATION	12	20	
TOPSOIL EXCAVATION	21	0	754+00.00
EMBANKMENT	21	3	

	STAGE 1	STAGE 2	
EXCAVATION	22	31	
TOPSOIL EXCAVATION	11	0	753+48.79
EMBANKMENT	10	0	

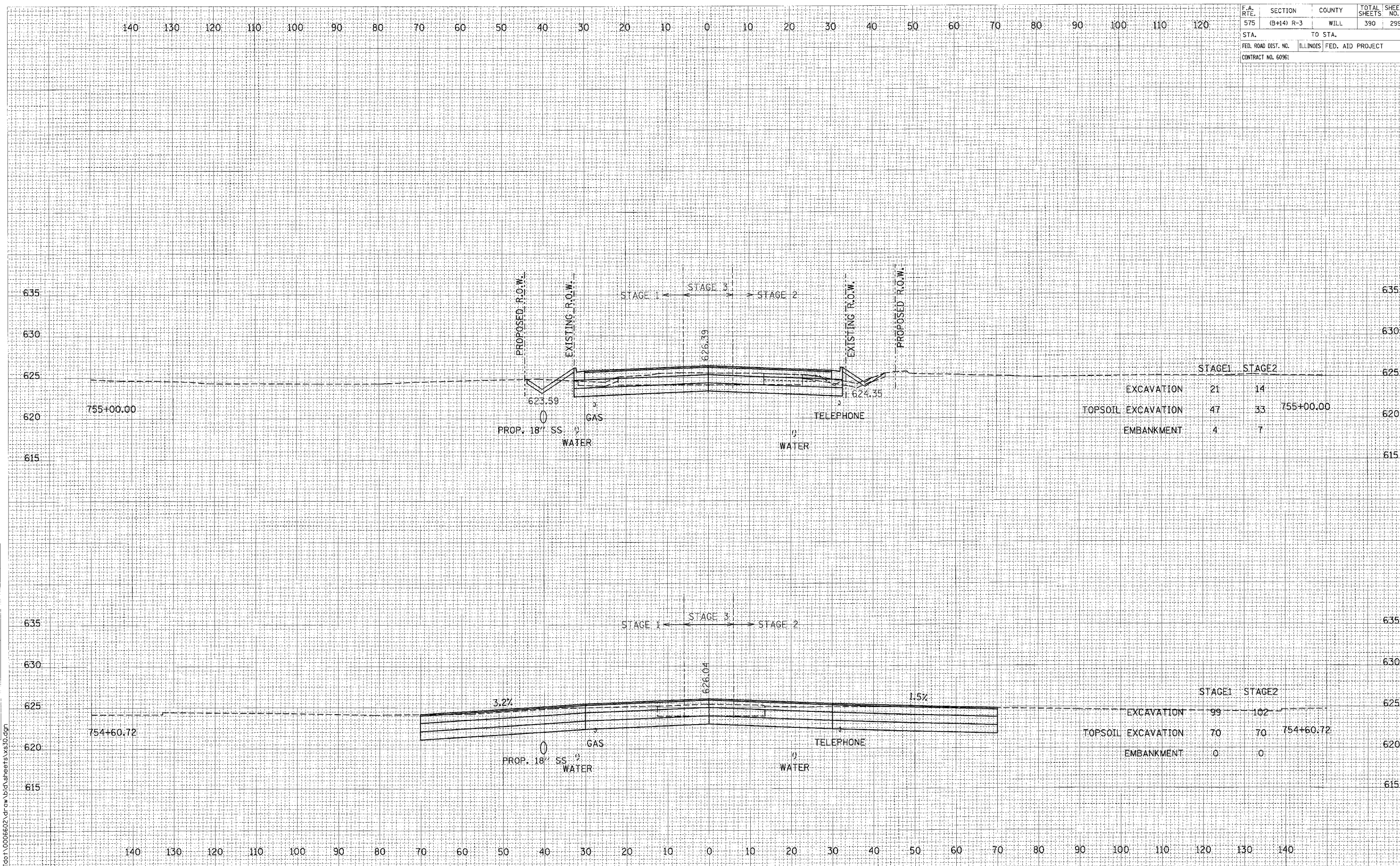
CROSS SECTIONS: U.S. ROUTE 30 - STA. 753+48.79 TO STA. 754+00.00

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WELL	390	299
STA.	TO STA.			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CONTRACT NO. 60961				

DATE	BY

DATE	BY



	STAGE1	STAGE2	
EXCAVATION	21	14	
TOPSOIL EXCAVATION	47	33	755+00.00
EMBANKMENT	4	7	

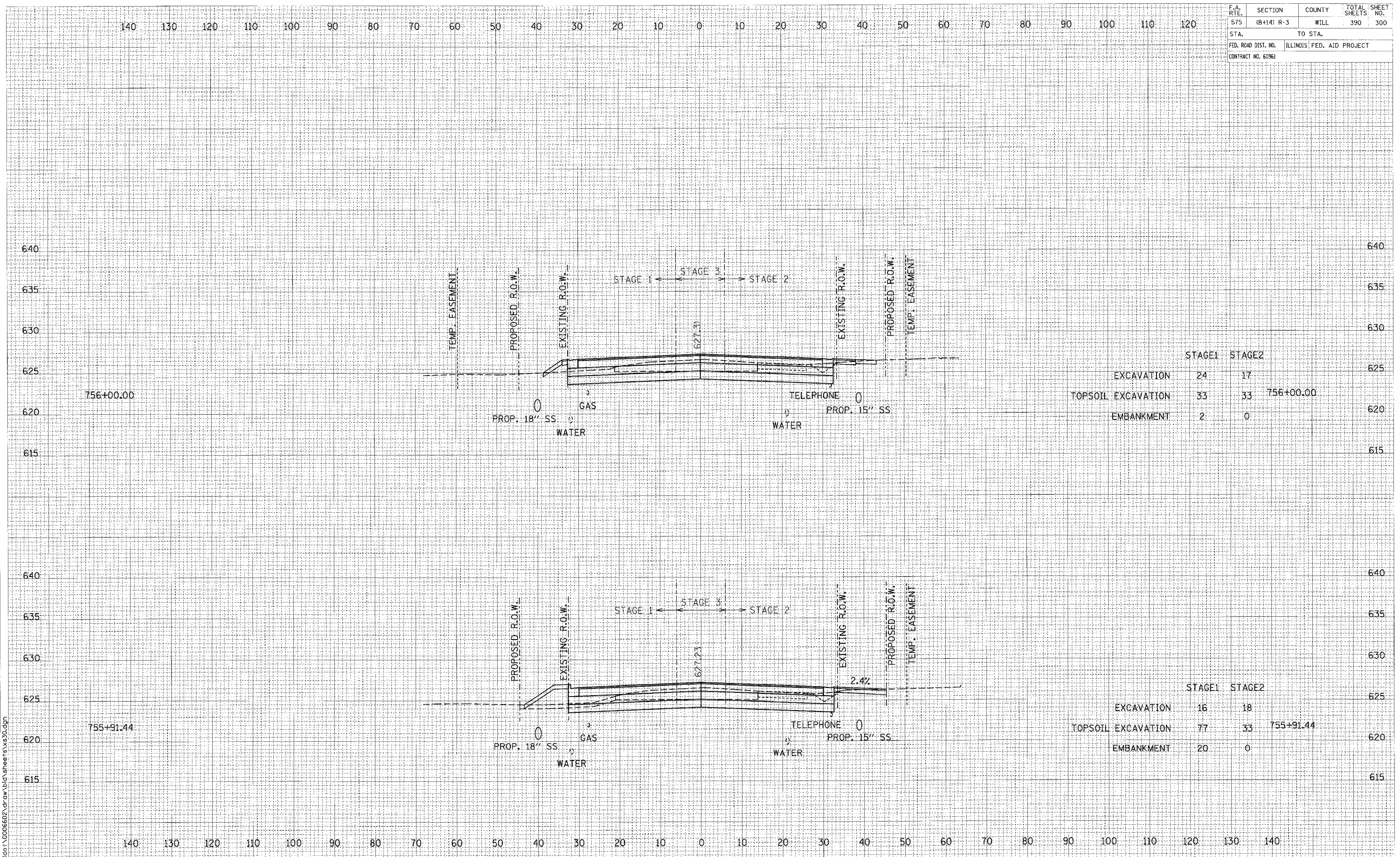
	STAGE1	STAGE2	
EXCAVATION	99	102	
TOPSOIL EXCAVATION	70	70	754+60.72
EMBANKMENT	0	0	

CROSS SECTIONS: U.S. ROUTE 30 - STA. 754+60.72 TO STA. 755+00.00
 SCALE: 1" = 10' HORIZ.
 1" = 5' VERT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B+14) R-3	WILL	390	300
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60961				

DATE	
BY	
REVISION	
NO.	
DESCRIPTION	
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	

DATE	
BY	
REVISION	
NO.	
DESCRIPTION	
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	



	STAGE1	STAGE2	
EXCAVATION	24	17	625
TOPSOIL EXCAVATION	33	33	756+00.00
EMBANKMENT	2	0	620

	STAGE1	STAGE2	
EXCAVATION	16	18	625
TOPSOIL EXCAVATION	77	33	755+91.44
EMBANKMENT	20	0	620

CROSS SECTIONS: U.S. ROUTE 30 - STA. 755+91.44 TO STA. 756+00.00

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.